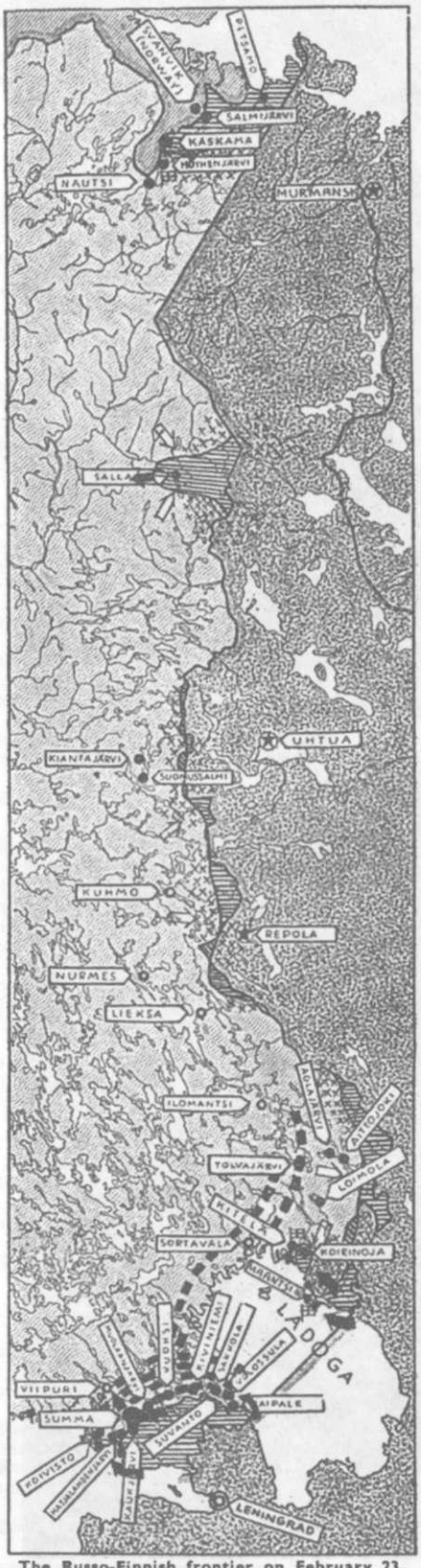
BRITAIN'S HEROIC YOUTH PARADE WHERE NELSON'S SPIRIT HOVERS

On the grey morning of February 23, 1940, seven hundred officers and men of the cruisers "Ajax" and "Exeter" marched through Trafalgar Square on their way to the Guildhall to receive their country's expression of gratitude for their share in the battle of the River Plate. If Nelson's shade could have looked down on them from his column he would have seen in them true descendants of those gallant seamen who, 135 years ago, responded to his immortal signal, "England expects that every man will do his duty." *Photo, Fox*

Finland's Three Months' Ordeal of Bloody War

After nearly a month of furious assault the Finn lines in the Karelian Isthmus were withdrawn almost to the gates of Viipuri. But undaunted as ever, though tired and strained by the incessant air bombardment, the gallant little country continued to play its magnificent part as the standard-bearer of Liberty.



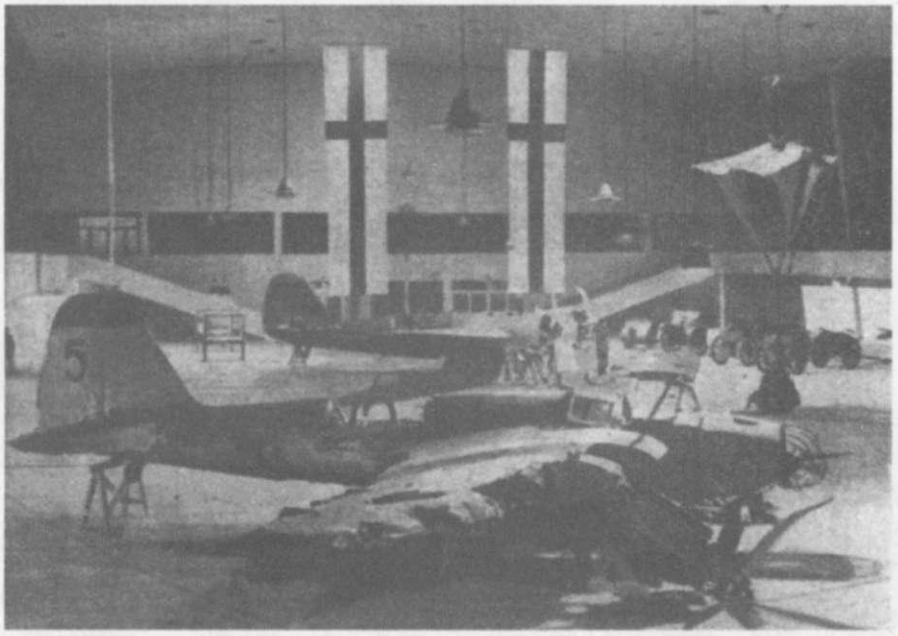
The Russo-Finnish frontier on February 23, 1940. ★ The Soviet bases. Areas shaded horizontally, Soviet advance into Finland; shaded diagonally, Finnish advance into Russia. xxx patrol activity. ← Russian drive. White arrows, Finnish drive. ■ ■ ■ Soviet attack on Mannerheim Line
Courtesy of "Free Europe"

It was on the last day of November that the advance guard of the Red Army crossed the frontier into Finland. They stepped out bravely, with the bands playing (so it is said) the Internationale; they confidently expected to be in Helsinki within a week, and "President" Kuusinen no doubt had his proclamations ready for that happy hour when he would be able to compensate himself for all the slights and discomforts of his years in exile, spent as the pensionary of the Bolsheviks in Moscow.

It was not long, however, before the bands ceased to play. Their tune was unwelcome, and so was their presence. The Red "Liberators" were greeted not by cheering crowds, eager to throw off the yoke of the "Mannerheim-Tanner clique of White murderers," but by a people in arms, determined to fight to the last to resist the invader who, on the most trifling and unworthy of pretexts, was bringing fire and sword into a peaceful and peace-loving land.

We are not told what happened to the bandsmen; possibly they took shelter in the nearest ditch. But the soldiers dug in as fast as they could, and so what was to prove a long and murderous war began.

At first the Russians seemed to have a marked advantage, and no one was surprised. Had they not an overwhelming superiority of numbers, tanks, and warplanes? How could the Finns continue to resist when their enemies were as forty to one? Within the first week or two the Reds had occupied the southern portion of the Karelian Isthmus, up to the fortified zone of the Mannerheim Line; they had overrun the "Finnish Corridor" between Russia and Norway—the Petsamo sector, as it came to be called; and at many a point along the frontier from Lake Ladoga to opposite Salla, in Finland's "waist," they had succeeded in penetrating some distance into Finnish territory. In the outside world people who knew little of the Finns and of their commander, the war-bitten veteran, Field-Marshal Baron Mannerheim, shrugged their shoulders and muttered darkly about the "Russian steam-roller."



The people of Helsinki were greatly heartened by an exhibition of war materials captured from the Russian Army. It included wrecked 'planes, among them two bombers, and light guns, while several magnetic mines with their parachutes still attached hung from the ceiling. The banners are the flag of Finland, a blue cross on a white ground. *Photo, Central Press*

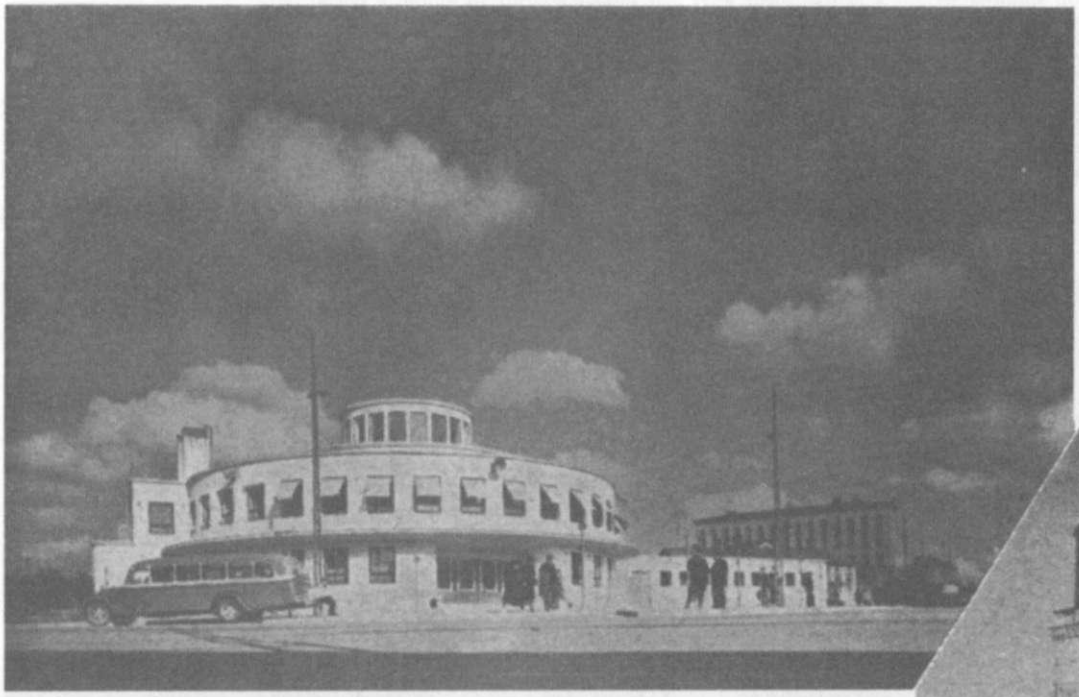
On paper, the Finns ought to have been crushed out of hand, but not for the first time in history—nor, we may be sure, for the last—a little nation has shown what it can do against a freedom-destroying colossus. The Finnish army, almost insignificant in numbers but magnificent in courage and determination, slowly retreated into the interior, drawing the enemy after them until their lines of communication trailed through the practically trackless forest for mile upon mile. Then "General Winter" proved that the Finnish confidence in him had not been misplaced. Snow blinded the advancing legions, and in the fleecy drifts tens of thousands of unhappy Russians, many of whom had never seen snow or ice before, sank into the sleep of death. Frozen lakes cracked beneath the weight of the invaders' tanks and lorries, and

'Mid Flame-lit Snow Aabo's Salvage Men Toil

Extraordinary feats of heroism have been performed by the Finns, not only in face of the enemy, but in salving those precious war stores that have been endangered by the Soviet bombers. Thus when on February 17, 1940, bombs were dropped on Aabo, and the oil stores of the Aabo Petrol Company were set on fire, salvage workers saved many hundreds of drums of oil at the risk of their lives.

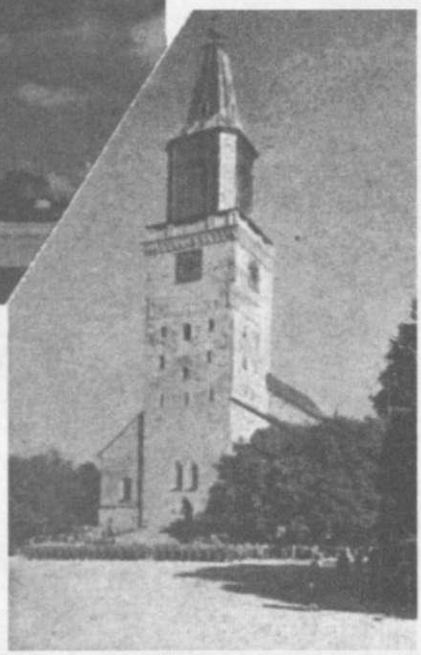
Photo, Keystone

Once Finland Smiled in the Sunshine of Peace

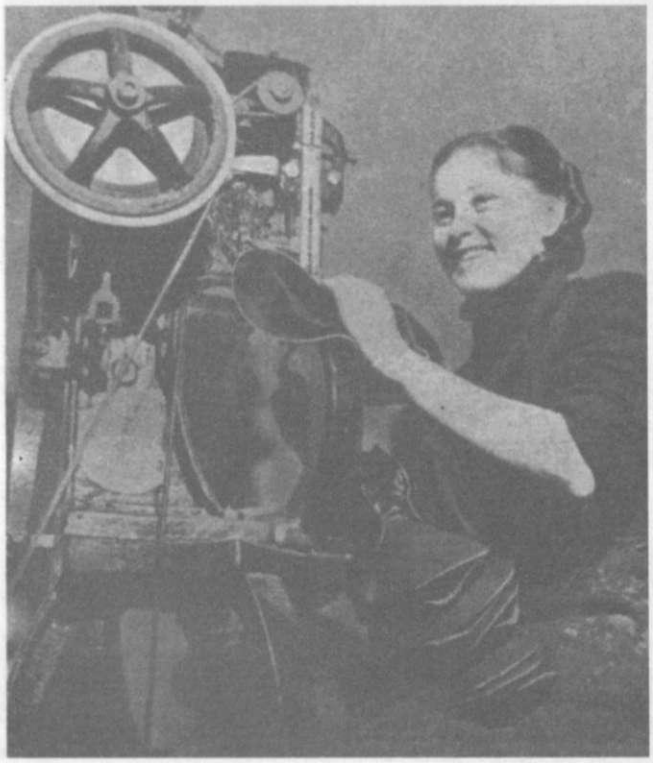


There is a tragic contrast between the photographs left and below and those in the opposite page. The town of Abo (the Finnish name is Turku), many times bombed, is here seen in peacetime. Left is the 'bus station, a highly characteristic example of modern Finnish architecture, and below the cathedral.

Photos, D. Wordley



sent them to the bottom, there to rust in the slime of decaying vegetation. Naturally brave and tenacious though they were, the Russian conscripts could do little against both Man and Nature. Worn out by the endless trudging through the snow, constantly harassed by the Finn sharpshooters, deprived of sleep and sufficient food, badgered by the commissars and confused by orders which were given only to be changed—they held up their hands by way of surrender or sank silently into the snow in dull indifference. Occasionally there was a battle fiercely fought, but along that eastern frontier in those months of winter there could be but one result. So it was that the world came to ring with the sound of strange names—Suomussalmi, Salla, Tolvajarvi, Aglajarvi, and so on—which will henceforth be written in Finland's calendar in letters of gold as places where her gallant sons not only defeated but annihilated the foe.



Since the men have been at the Front, Finnish girls have taken over all sorts of unaccustomed work. This smiling young woman in a boot factory has quickly adapted herself to working a type of sewing machine far different from that to which she was used.

Photo, Fox

December, January, February—how long can the Finns keep up the mighty struggle? Russia's losses in men and war material have been terrific—in the battle for Viipuri (Viborg) that occupied the whole of February, for instance, the Reds were reliably reported to have lost between 80,000 and 86,000 *killed*—but they have tremendous reserves. The Finns, on the other hand, can but call up men over 45 and hope for another thousand or two of volunteers from Sweden or perhaps Britain and France. And all the time incendiary and high explosive bombs rained down by Russian aeroplanes are rapidly converting the interior of the country into a blackened wilderness.

On February 26 the Finns announced that the island forts of Koivisto, which for three months had barred the Russian approach to Viipuri, had been abandoned—not before, however, the big guns which for so long had been "talking Mannerheim's language" had been blown up by the garrison, while the smaller pieces were carried away by the departing troops across the ice to their new positions on the mainland.

Viipuri was thus brought into the front line of the fighting, and its fall was regarded as inevitable if not imminent. Long since, however, it had lost all military importance as its population of some 70,000 had been entirely evacuated and most of its buildings had been shattered by shells and bombs. Between Viipuri and the River Vuoksi the Finns manned their second line of defence, but battle-weary as they were, the outcome of the coming struggle with the triple Red attack was awaited with tense apprehension.

Now She is Blackened With the Fury of Red War

Scandinavia has evolved an architectural style peculiarly its own, and until recently Finland could point proudly to many notable examples. Here is one, the railway station at Viipuri, too easy a target for Russian guns. The Finns have also just pride in their historic monuments, such as Viipuri's 13th century castle (right), whose tower remained defiant for many weeks.

As February drew to a close, the desperate Russian drive for Viipuri increased in fury. The threatened city, already devastated by weeks of savage bombing from the air, now underwent the further ordeal of concentrated artillery fire. Its fine modern buildings, outcome of twenty years' progressive improvement, sank into bomb-blasted, smoke-blackened ruins. Uncontrollable fires such as this flared day and night; but owing to timely evacuation and efficient A.R.P., civilian casualties were relatively small.

Photos, Derek Wordley, E.N.A., and Wide World

Sweden May Have to Fight on Three Fronts

In all Europe there is no more peace-loving country than Sweden, yet she is being sucked ever more nearly into the vortex of the war. Below is an analysis of the situation in which she may shortly find herself as the victim of Soviet-Nazi aggression.

ONCE Sweden was a great military power, the greatest military power of northern Europe. But the days of Gustavus Adolphus, the "Lion of the North," who led the Protestant armies during the Thirty Years' War, and Charles XII, the conqueror who, as Dr. Johnson put it:

> Left the name at which the world grew pale,
> To point a moral, or adorn a tale

have long since passed away. For 126 years Sweden has dwelt in peace, and in many a field of peaceful endeavour has shown a fine example to the world.

In 1864 she was on the verge of war when sentiment (but not hard sense) urged her to go to the help of Denmark invaded by Prussia; from 1914 to 1918 she was neutral, perhaps rather more pro-German than pro-Ally; now she is neutral still—but for how long? If Finland goes down, then Sweden's turn is almost certainly next, and she would have to fight, as likely as not, not only Russia, her traditional enemy, but Nazi Germany, whose economic interests in the Scandinavian peninsula are too great to allow it to be overrun by the armies of her present ally. If Sweden is dragged or driven into war she would have to meet, then, a Russian invasion through Lapland, a German invasion in the south, and a country-wide attack by the air fleets of the two great aggressor Powers.

Sweden's aged monarch, King Gustav, is here seen about to enter his car. It has its headlamps obscured, for Stockholm has taken the precaution of enforcing a blackout.

Sweden's Prime Minister, Mr. P. A. Hansson, began his career as a journalist. He has been the Premier of the Socialist Government, save for a short interval, since 1932.

Photos, E.N.A. and Wide World

Sweden's land frontier with Finland is not far short of 400 miles in length, but by far the greater part of it would be practically impassable to the Russian mechanized forces. The only way of approach by an invading force would be along the coast where the road and railway running along the top of the Gulf of Bothnia would provide easy targets for bombardment from the sea by Swedish gunboats; support by the Russian naval units would be extremely difficult, as the sea on either side of the Aland Islands was mined some time past by Sweden and Finland to close the Gulf of Bothnia.

Presuming that the Red army entered Swedish territory at Haparanda, they would have a width of about 60 miles between the coast and the mountains in which to manoeuvre. They would be able to march only 60 miles, however, before they came up against the enormously strong fortress system of Boden, not for nothing called Sweden's Gibraltar. Here the Swedes, who we may assume would have been reinforced by the remnants of the Finnish army retreating before the Russians, would be excellently placed for fighting a defensive battle, for not only would they know every inch of the ground, but they would have behind them excellent lines of communication in the railways from Lulea to Narvik, on the Atlantic coast of Norway, and south to Stockholm. Nor should we forget the possibility of a counter-attack directed against the Russian communications with Rovaniemi, and also, if Norway had joined in, along the top of Europe to Petsamo and the Russian base at Murmansk.

Difficulties of a German Invasion

At the same time as the Russians would be invading Sweden in the north, the little country might be expected to have to meet a German invasion of the Skane peninsula. This is separated from Denmark only by the narrow width of the Sound (which has been mined by Germany up to the 3-mile limit from Swedish shores), and is only about 40 miles from the German island of Rügen. On the face of it, it would seem comparatively simple to transport a German army across the entrance to the Baltic—for some weeks past there have been rumours of a flotilla of flat-bottomed boats assembled at Rügen which might be expected to be used in such an enterprise.

But this would leave out of account the Swedish army, which out of its wartime strength of 400,000 men might be able to dispatch 200,000 to meet an invasion in the south, while the remainder held the Russians in the north or acted as a reserve, and the Swedish navy, the most powerful units of which are its three coast defence battleships, said to be quite capable of tackling any of Germany's pocket battleships single-handed. It is true that since the mining of the Sound it is impossible for these battleships to be transferred from one side of Sweden to the other, but by May this disadvantage will have been overcome by the completion of the canal which is now being dug across the Falsterbo peninsula. At Karlskrona and Göteborg are powerful coastal batteries. Sweden also has a number of destroyers and submarines. Nor should we forget the possibility of powerful aid being rendered to the defence by British naval units, particularly submarines.

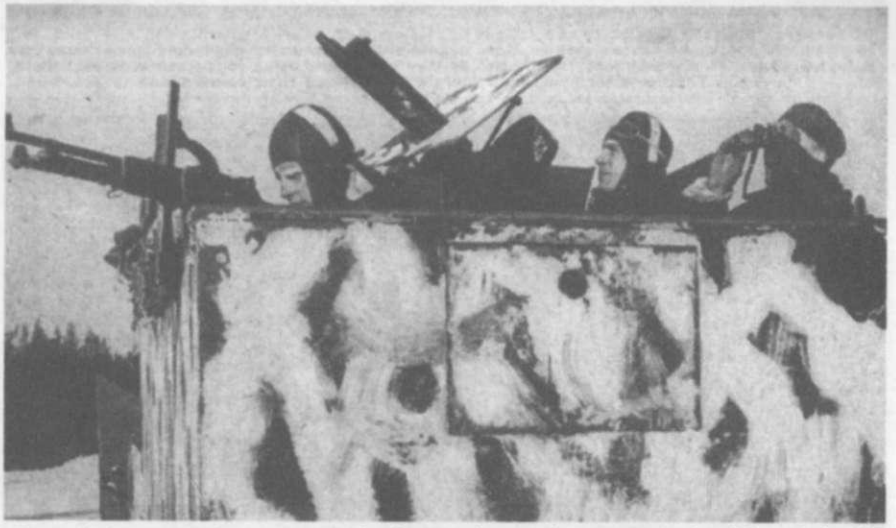
On the third front—in the air, that is—Sweden is undoubtedly in a most exposed position. Stockholm and all the cities in the industrial south are within easy reach of German bombers who, from Koenigsberg, for instance, would be able to do the return journey in about 2½ hours. Then, too, practically all her railways and

And She is Ready to Resist by Land, Air and Sea

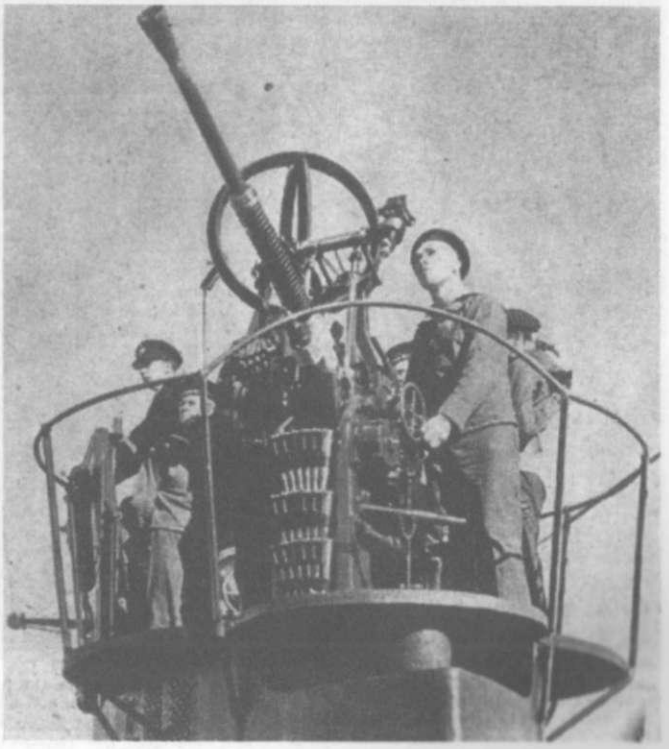
Soviet aircraft have more than once dropped bombs on Swedish territory. This crater above was made by a bomb that fell near Lulea; on the right damage caused at Pajala on Feb. 21.

industries being electrified, her social and economic system would be most seriously affected if the chief power stations were put out of action. Against air attack she could muster very few 'planes, but, on the other hand, the Bofors, a Swedish production, is one of the most efficient anti-aircraft guns in the world.

Though in some respects highly vulnerable, in others Sweden is immensely strong. She has vast resources of iron, plentiful food supplies, financial strength, and, of course, natural advantages such as Finland has known how to employ to such good effect. Above all, there is the spirit of her people, who, no more than the Finns, are prepared to bow their necks beneath a foreign yoke.



The raid that made the crater seen in the top photograph has put the Swedish anti-aircraft gunners more than ever on the alert. One of the anti-aircraft gun stations on the frontier between Sweden and Finland, cleverly camouflaged against the snow, is seen here.



The Swedish Army has been largely mechanized and her soldiers have received a thorough training in the newest form of warfare. Above is one of her heavy tanks during manoeuvres. Right is an anti-aircraft gun mounted on the conning tower of one of Sweden's newest submarines.
Photos, Associated Press, Planet News, International Graphic Press & Keystone

Men in Khaki in Moods Grave and Gay

In February 1940 the first party of relations of soldiers sick, injured, or wounded in France, left England. Here two of the visitors at a hospital in France are being conducted to the wards by R.A.M.C. orderlies. Some cases have been "blighty ones," and right is the scene at Wakefield, Yorkshire, after a hospital train had arrived with casualties.

Sergeant Amerlinck, of the Welsh Guards, is one of the first British soldiers to find a French bride. He is here seen with his wife, formerly Mdlle. Maria Merta. It took 20 days to complete the documents necessary for his marriage.

Men of the Dorsetshire Regiment are once more in France, and, left, some of them are seen during a rifle inspection. During the last war the regiment was in the fighting on several fronts. Right, during the great frost of January 1940, Tommies get something to warm themselves.

Photos, British Official: Crown Copyright; and Associated Press

B.E.F. of Today Trains Where Its Fathers Fought

In some places in north-west France there still remain relics of the last war—buildings so shattered that it was hopeless to restore them and the cost of levelling them to the ground was not worth incurring. By a strange irony of fate they are being made use of for training purposes in the present war. Here Welsh Guards, amidst such ruins, are learning to use them as cover in an advance.

Photo, British Official: Crown Copyright

This Neutrality is a Queer Business

The "Altmark" incident (fully described in pages 171—173) set a pretty problem in international law. So direct was the conflict of opinion between Britain and Norway that the latter suggested that the affair should be referred to arbitration. The principal points at issue are set out below, together with some other pertinent factors.

When the men from the "Cossack" shouted down the hatchways of the Nazi slave-ship the words "The Navy is here," they did not realize—they would not have cared very much perhaps if they had—that their action in liberating their comrades from durance vile would give rise to a tremendous, world-wide argument.

When the released prisoners were being brought home across the North Sea a terrific hullabaloo broke out. Germany's rage was to be expected, for the Nazi stage-managers had already made their plans for celebrating a triumph in which the 300 captives would be featured. But the furore extended through the whole neutral world, and in particular to Norway, whose Foreign Office protested against what it described as "a gross violation of Norwegian territorial waters."

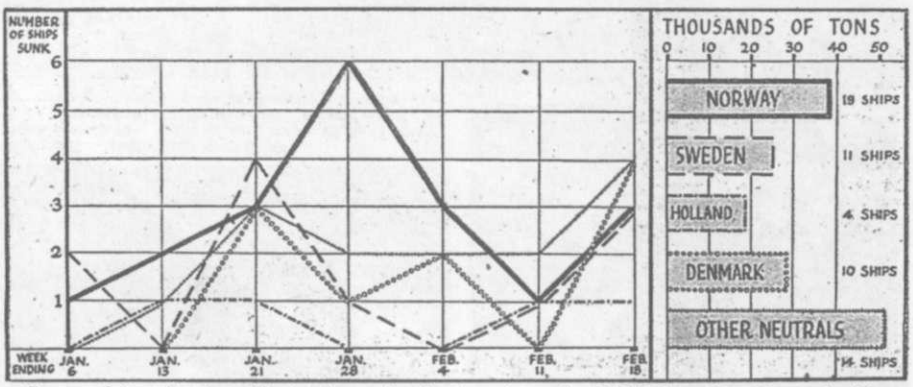
According to the British view, if the "Altmark" was a merchantship, then she should have been inspected by the Norwegian authorities, and, on the presence of the prisoners being discovered, they should have been at once released and interned. If, on the other hand, she was a warship—and, in fact, there was no doubt of her naval status—then the 24-hour rule should have been applied.

This rule derives from Article 12 of the Hague Convention No. XIII of 1907, which reads: "In the absence of special provisions to the contrary in the legislation of a neutral Power, belligerent warships are not permitted to remain in the ports, roadsteads, or territorial waters of the said Power for more than 24 hours." But in 1938 fresh neutrality regulations had been drawn up by Norway (in common with other Scandinavian countries), regulating the admission of the warships of belligerent powers to Norwegian ports and territorial waters. Commenting on these regulations at the time, the British Government had stated that "they have always maintained and must continue to maintain the existence of such a right of entry for the purposes of innocent passage."

The crux of the matter would seem to lie in the phrase "innocent passage." Whatever the British Government meant, and whatever the Norwegians thought they meant, we may be sure that it was never intended that a belligerent warship should be entitled to sail day after day through territorial waters, immune from attack and dodging in and out on its business of making war.

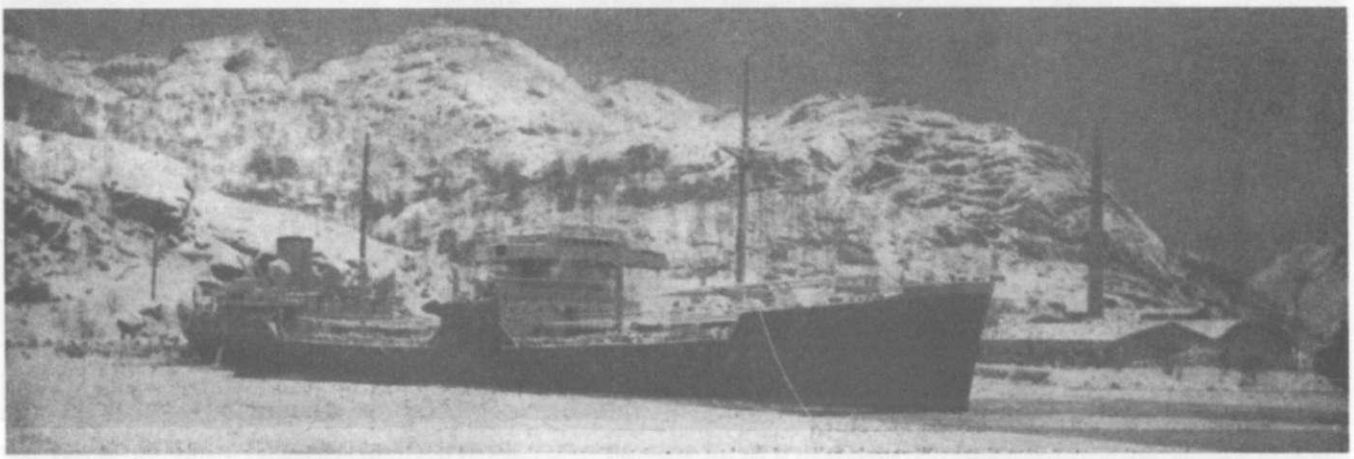
Norway's indignation was understandable, the more so as it must have seemed as if she had been wounded in the house of her friends. Before long it was recognized, however, that if a wrong had been committed, it was to right a greater wrong. Then the publication, when the controversy was at its height, of the losses suffered by the Scandinavian countries through German submarines and mines served to recall public attention to a danger far more real and pressing than an alleged infringement of a Hague article. Since the beginning of the war Norway has lost through Nazi action 49 ships totalling 168,527 tons, with the death of 327 sailors; while in the same period Denmark has lost 19 ships of a total of 73,000 tons and 225 sailors, and Sweden 32 ships (64,000 tons) and 243 seamen killed or missing.

Yet the Nazis had the effrontery once again to lecture the neutrals on how they should act in wartime. Dr. Goebbels told a meeting of neutral journalists that true neutrality meant agreement with the German point of view.



Curves of Scandinavian shipping losses for the first six weeks of 1940 show that Norway's ships suffered most. Yet her complaints against Britain were loud and against Germany hardly audible.

While Norway murmured and Germany raved and reviled, the rest of the world looked on in half-envious admiration. An Italian spokesman said that he would like to think that any other navy would have done the same, and the Americans pointed out that when in 1916 the "Appam," a British liner captured by the Germans, put in at an American port with a cargo of British prisoners, she was at once compelled to release them. As for the French, their public opinion was summed up in a sentence in a "L'Intransigeant" leader: "The British were quite right; neutrality cannot be one-way."

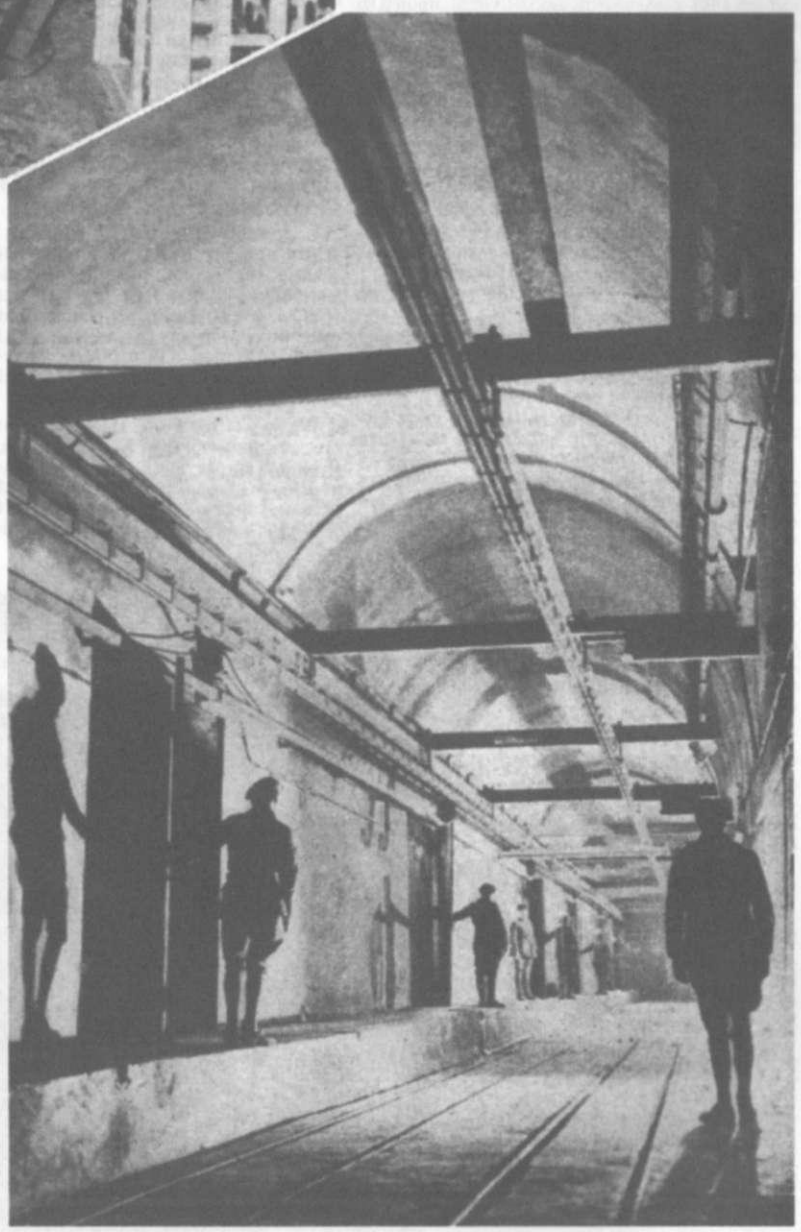


Here is the "Altmark" as she lay ashore in Joessing Fjord surrounded by ice and with the steep rocky hills covered with snow as a background. It can be seen that the "Admiral Graf Spee's" satellite ship resembled in every respect an ordinary tanker, one of the most familiar types of merchantships that sail the seas, so that the difficulty of spotting her was very great. *Photo, Keystone*

More Secrets of the Maginot Line Revealed

THE Maginot Line was garrisoned even in peacetime, and special training is necessary to make the men acquainted with its working. These new photographs show how one of the problems that had to be faced was overcome. Soldiers become weary and stale after being confined for many days together in the deep concrete fortifications cut off from contact with ordinary life, and the safeguard against this danger was found to be hard work. Besides gun practice, improvements in the Line are constantly being made, not only underground but in the barbed wire entanglements, the machine-gun emplacements, and the tank traps that lie in front of the line. A special diagram of the forts in the Line was given in Vol. I, page 426.

There are plenty of shells in the Maginot Line, and here some are being passed up to a small gun in one of the forts. In the racks on the right of the photograph hundreds more shells are ready.



Left is an armoury in the Maginot Line in which repairs are carried out. Above is one of the great tunnels far beneath the ground which connect the fortresses. The ventilation is entirely artificial, and the pressure of air is kept slightly higher than that outside to prevent the infiltration of gas.

Photos, Keystone

THE NAVY BEARS THE MAIN WEIGHT OF THE WAR

In what was hailed as one of the frankest and yet most encouraging speeches delivered in the House of Commons since the war began, Mr. Winston Churchill on February 27 reported on the Royal Navy's activities—past, present, and future. The most striking passages are given below.

"I COME before the House," said Mr. Churchill, "on behalf of the Navy to ask for a few men, some ships and a little money, to enable them to carry on their work, which has become important to us all at the present time."

So far, went on the First Lord, the Navy has borne and is bearing the main weight of the war, and many vexatious and dangerous forms of attack are directed upon us, but if at any time in the future it becomes apparent that we have got the upper hand in an even more marked and decisive form than at present I shall be the first to propose a review of our resources and requirements, and we have quite a lot, in order to aid the national war effort in other directions.

That time has not yet come. We must clearly expect that attacks will be delivered upon the sea power by which we live, on which all depends, on a far greater scale than anything we have so far beaten back and beaten down.

We have been making from the outset of the war immense additional preparations to meet these reinforced attacks, whether they come from U-boats, from mine-laying, or from the air.

Proved Results Against U-boats

I HAVE opined that our killings of U-boats may be estimated at between two and four a week; but I qualified this by pointing out that it only applies to periods of U-boat activity; because, of course, when very few come out we could not achieve these figures.

Since the New Year things have sharpened up on both sides and we are getting an increased number of U-boats, and we have had some quite exceptional weeks of proved results. . . .

This may be satisfactory so far as it goes, but when we remember the substantial losses we have suffered from just these few U-boats operating up to the present, the House will see how vast must be the preparations which we ought to make and which we have made to cope with the full scale of attack which may come upon us later on.

Hitherto we have been fighting with the very modest number of destroyers we had ready at the beginning of the war, supplemented by several hundreds of other small craft, the bulk converted from civilian use, but all armed with the Asdics, with the depth charge, and the gun.

But with the passage of the summer the new building of U-boats will increasingly come into play, and we expect to meet these with our very large new buildings of craft especially adapted to their destruction. . . .

In fact, we shall be building all this summer at our extreme capacity. . . .

The U-boat has been steadily driven from using the gun, with all its great advantages of speed upon the surface, into the more ruthless but less effective warfare by the torpedo; and it has been largely driven from using the torpedo to the laying of mines, magnetic and others, in the approaches to our harbours.

The use of the magnetic mine produces an additional complication. There is nothing particularly new or novel about it, although mechanically it was very nicely made.

I feel entitled to say that we see our way to mastering this magnetic mine and other variants of the same idea.

How this has been achieved is a detective story written in a language of its own. Magnetism is a fairly exact science, and its complications and refinements can all be explored and measured. To be modest, we do not feel at all outdone in science by the Nazis.

AFTER paying tribute to the volunteers from the fishing fleet in their work of mine-sweeping, Mr. Churchill continued:

In their attack upon our shipping and neutral shipping the **Germans have broken every rule hitherto accepted by the world for regulating mining warfare.** But then, besides this, there are the outrages they have committed upon the fishing fleets and small unarmed merchant vessels, and upon lightships which warn mariners of all countries of rocks and shoals.

So execrable has been the behaviour of some of the German aviators in attacking harmless unarmed vessels and in machine-gunning the crews when in the boats, and in describing on the radio what fun it was to see a little ship "crackling up in flames like a Christmas tree," that we have had to set about arming all our fishing boats and small craft with the means of defending themselves, because it was found that nothing yields better results in respect of these raiders of this peculiar class than firing upon them at once.

I suppose the House realizes that Herr Hitler and his Nazis have quite definitely exceeded the worst villainies which Imperial Germany committed in the last war. One of the most extraordinary things that we have ever known in my experience is the way in which German illegalities, atrocities and brutalities are coming to be accepted as if they were part of the ordinary day-to-day conditions.

We must be very thankful that we have our sea power, our Navy, the champion of freedom across the centuries, strong enough and fierce enough to beat down all this wickedness and degeneracy, and enable us to help our Allies by land and air in their splendid efforts.

MR. CHURCHILL then dealt with the question of the big battleships.

The enemy have only two really big ships and cannot attempt to form a line of battle. We, on the other hand, have at least three, if not four lines of battle, not one of which the enemy could face in a fought-out engagement.

Through the various treaties into which we entered all our capital ships are old. In fact, we are fighting this war with the battleships of the last war. . . .

This does not affect the surface fighting, because our new ships will come along as soon as theirs and in much greater numbers. **In a short time the Fleet will be reinforced by five modern battleships of the King George the Fifth class—against which the enemy can only bring two.**

"Under the adverse circumstances," to quote a hero's phrase, our ships, great and small, had been at sea more continually than was ever done or dreamed of in any previous war since the introduction of steam.

HERE the First Lord paid a tribute to the work of the faithful, skilful, untiring engineers, the stokers and all others concerned.

When people wonder that we can move so freely about the dangerous seas, said Mr. Churchill, and move great masses of men and material from one far point to another, let them recognize that the Home Fleet is the supreme and final guarantee. Upon this our contraband control is erected.

How We Compare With the Last War

CONCLUDING, Mr. Churchill asked: "Where, then, do we stand at the end of the first six months of war?"

We have lost 63,000 tons of warships or about half the losses of the first six months of the last war. **We have lost, on the balance of loss and gain, less than 200,000 tons of merchant shipping out of a total of 21,000,000 tons of all types, or 17,500,000 in ocean-going shipping flying the British flag.**

This figure of less than 200,000 tons must be compared with 450,000 tons net lost in the single deadly month of April 1917.

We have captured more cargoes in tonnage destined for the enemy than we have lost ourselves. During the first two months of war there was inevitable dislocation, but each month there has been a steady improvement, and in January **the Navy carried safely into British harbours, in the teeth of U-boats, of the mines, and of the winter gales and fog, considerably more than four-fifths of the peacetime average taken over the whole, summer and winter alike, of the three preceding years.**

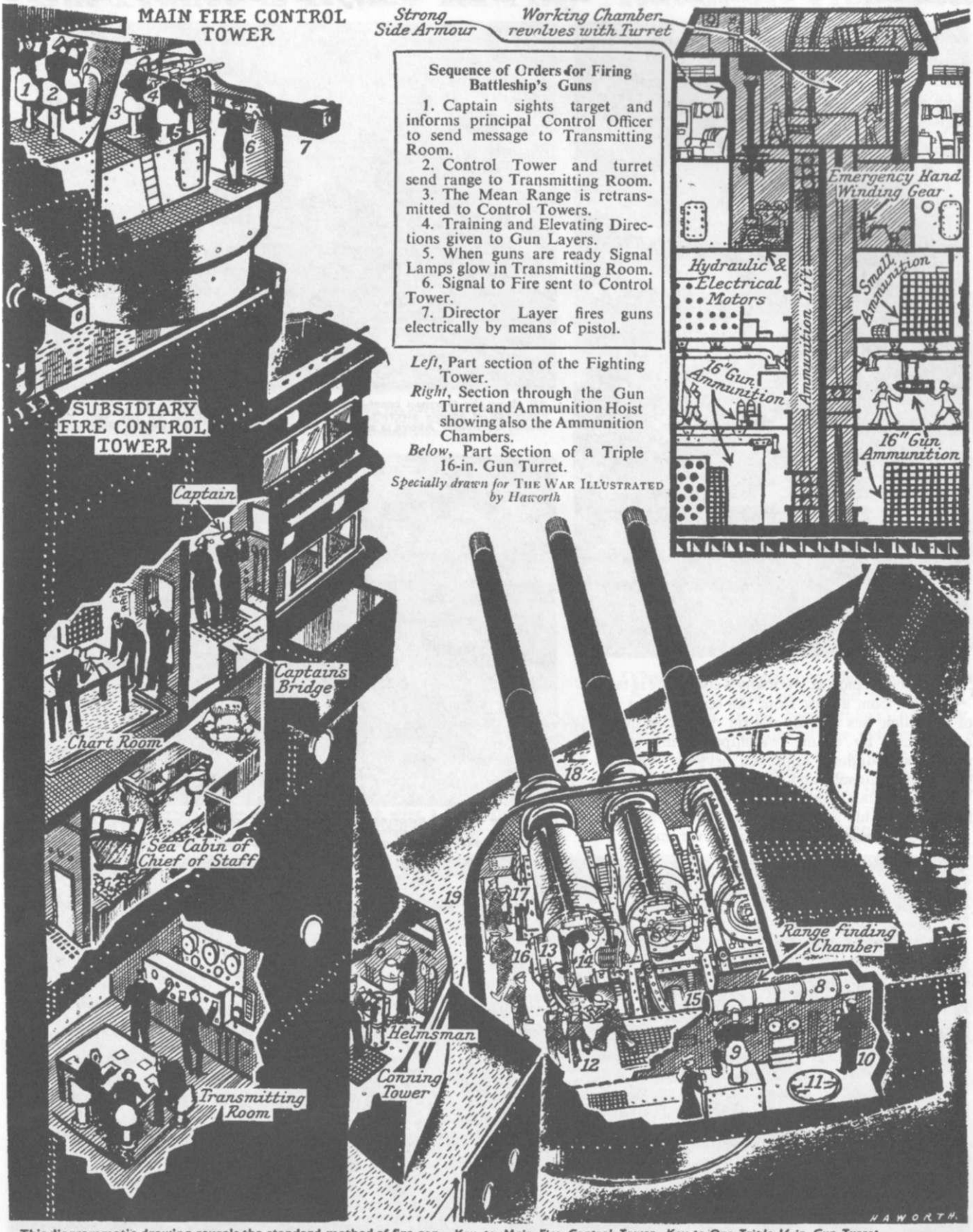
Our exports, measured in tons, were equal in December and January to our exports of those months in the last peacetime year, 1938.

Mr. Churchill recalled that when he presented the Estimates in 1915 he was able to say that our command of the seas was more thorough than ever before in the country's history.

I will not make any prophecies about the future, said Mr. Churchill, which is doubly veiled in the obscurities and uncertainties of war, but personally **I shall not be content—nor do I think the House should be content—if we do not reach and maintain a control of the seas equal to the highest standards of the last war and enable the Navy once again to play a decisive part in the general victory of the Allies.**

Surrounded by jovial sailormen, Mr. Churchill leaves the Guildhall after the Lord Mayor's luncheon where the City paid due honour to the men of the "Ajax" and "Exeter."
Photo, Fox

How the Big Guns of a Battleship are Controlled



Sequence of Orders for Firing Battleship's Guns

1. Captain sights target and informs principal Control Officer to send message to Transmitting Room.
2. Control Tower and turret send range to Transmitting Room.
3. The Mean Range is retransmitted to Control Towers.
4. Training and Elevating Directions given to Gun Layers.
5. When guns are ready Signal Lamps glow in Transmitting Room.
6. Signal to Fire sent to Control Tower.
7. Director Layer fires guns electrically by means of pistol.

Left, Part section of the Fighting Tower.
Right, Section through the Gun Turret and Ammunition Hoist showing also the Ammunition Chambers.
Below, Part Section of a Triple 16-in. Gun Turret.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

This diagrammatic drawing reveals the standard method of fire control in British warships. The three triple 16-in. gun-turrets in the "Nelson" and "Rodney," plus the small 6-in. guns and turrets, cost £3,000,000. These 16-in. guns can fire a 2,461-lb. projectile 35,000 yards, or 20 miles. (See panel at top of page for order of firing.)

The transmitting room is deep down inside the ship. In this room all calculations for firing the guns are worked out. Not only must the distance and speed and course of the target be taken into consideration, but also speed and course, etc., of attacking ship; also information as to which gun is ready for firing, and which gun is in process of loading.

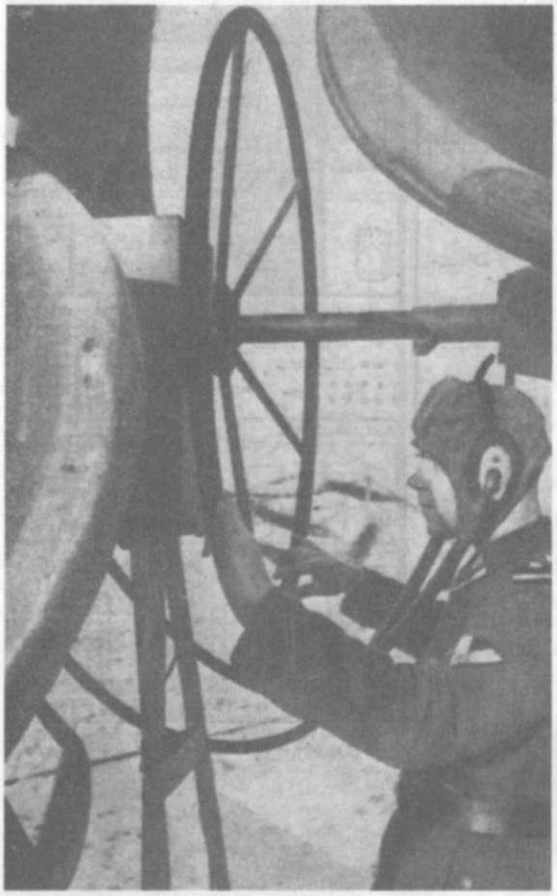
Key to Main Fire Control Tower

1. Fall of Shot Observer.
2. Principal Control Officer.
3. Director Controller.
4. Pistol for Firing Guns.
5. Director Layer.
6. Range Taker. 7. Range Finder.

Key to One Triple 16-in. Gun Turret

8. Range Finder. 9. Range Taker.
10. Periscope Officer. 11. Entrance to Turret.
12. Rammer Crew and Gun Loaders.
13. Mechanical Cradle containing Shells.
14. 2,461-lb. Shell.
15. Entrance to working chamber below (see section.)
16. Turret Officer speaking to Ammunition Chambers.
17. Elevator Controller. 18. Flash Bags prevent fumes reaching crew in turret. 19. 11-in. Armour side.

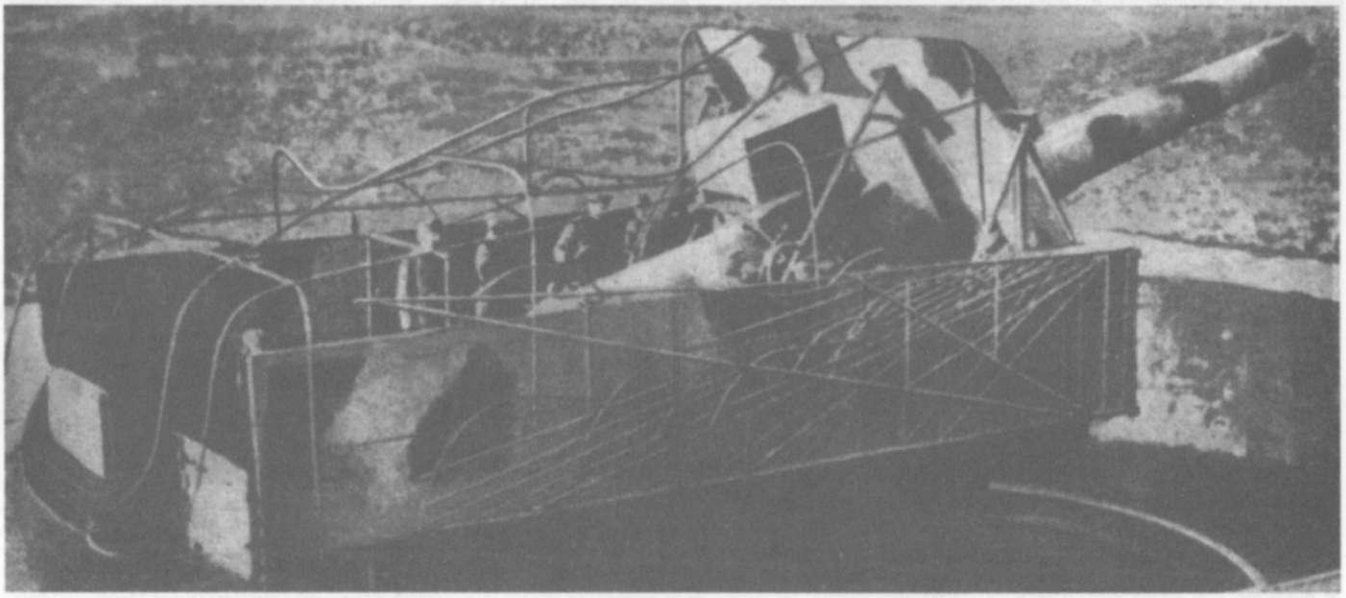
Nazis 'Command' the Sea Only From the Shore



THE greater part of Germany's coast-line is fairly safe from attack from the sea, for that part of it which lies on the Baltic cannot easily be approached by enemy warships, owing to the narrow and difficult approach between the Scandinavian Peninsula and Denmark. The coast-line between Holland and Denmark is, however, far more vulnerable and its defence has been a foremost concern of the Nazi Government.

All along the German coast-line there are listening posts to give warning of the approach of enemy aircraft. Left is a giant sound locator on the sand dunes of North Germany. Above is a German anti-aircraft gun on the coast, with camouflage netting spread over it.

Germany has used many of her big naval guns, which are very unlikely to be wanted at sea, in her coastal defences, which are constantly manned. Here is the crew of a big naval gun, mounted on a revolving platform in a concrete emplacement.



The island of Sylt, one of the Friesian Islands, on which a large seaplane and aeroplane base has been built by the Nazis, as photographs taken by the R.A.F. prove, is heavily fortified against attack from the sea. In this photograph is shown one of the many guns that protect the island. Sylt is now joined to the mainland by the causeway seen in Vol. II, page 13, so that the task of fortifying it was an easy one.

Photos, Keystone; Planet News and L.N.A.

But France is Ready for Any Attack on Her Coast

These men of a French coastal patrol are on duty on the north-west coast of France. Nothing is left to chance, and though the possibility of a German landing is very remote, there are barbed wire entanglements along the shore.

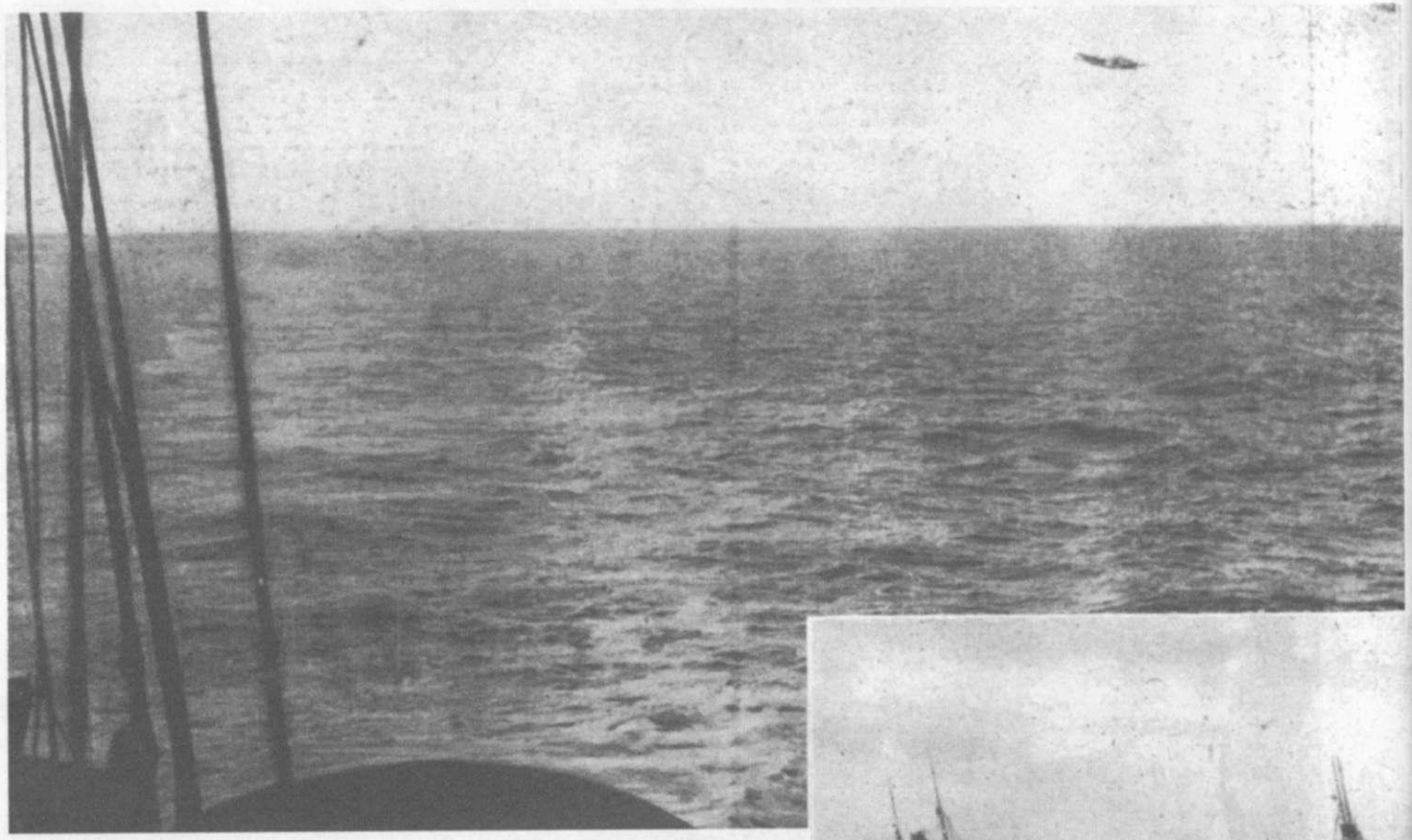
These French observers on the coast of France are using a large type of range-finder to look out over the North Sea. Right is an anti-aircraft post on the French coast ready to deal with any raiding Nazi aircraft.

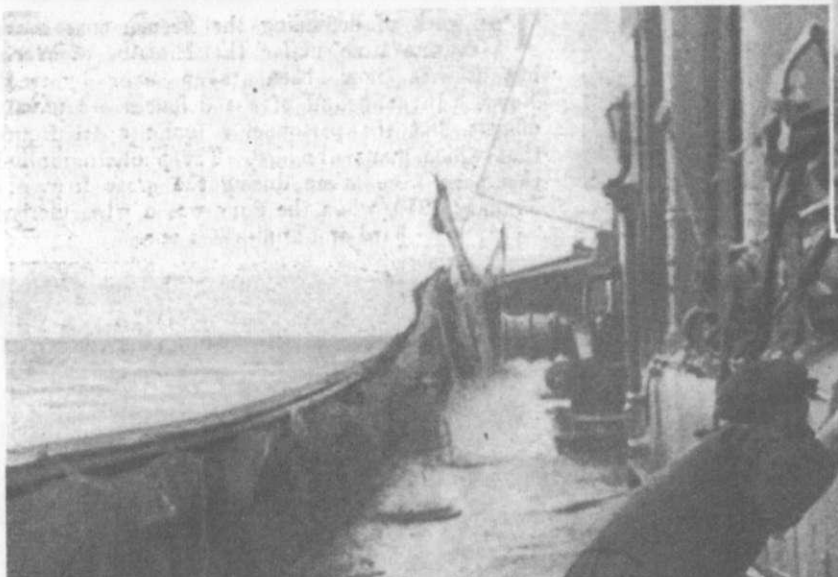
THE work of defending the French coast was at one time under the Ministry of War, but it has now been taken over by the Navy. In command of the defences are naval officers, but the personnel is quite apart from that which mans warships. The photographs in this page were taken during the great frost of January 1940, when the duty was a particularly hard and unpleasant one.

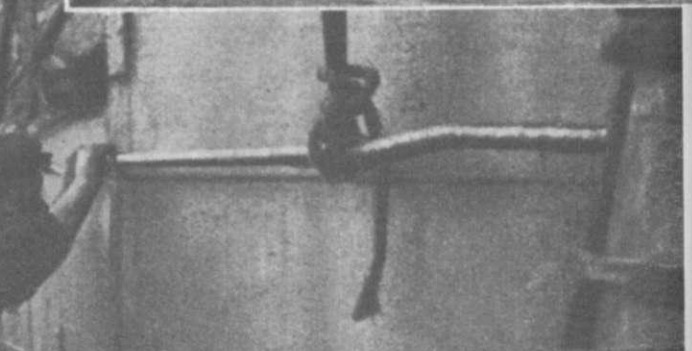
This big naval gun is part of the defences of the north-west coast of France that are manned day and night and whose gun crews are kept alert by such practice as is here proceeding. The possibility that in a last desperate throw Nazi warships might come within range of such a gun cannot be ignored, and France's naval forces on the Channel are as well prepared to deal with them as is her army on her eastern frontier. In Vol. I, pages 335-337, similar defences on the east coast of England are seen.

Photos, Central Press

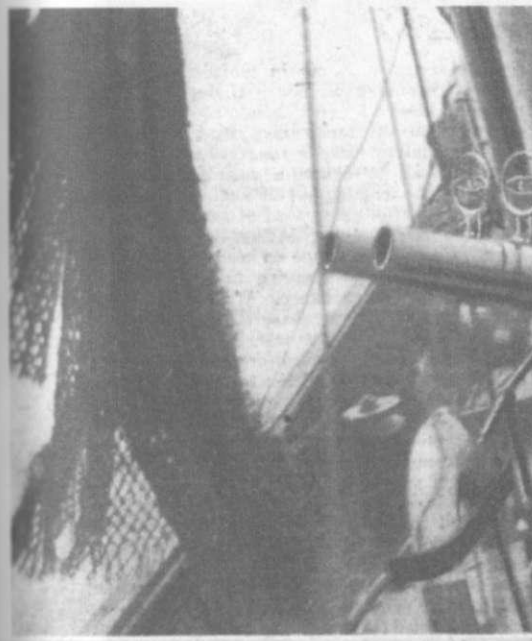
Down Swoops the Nazi 'Plane, Eager for Murder

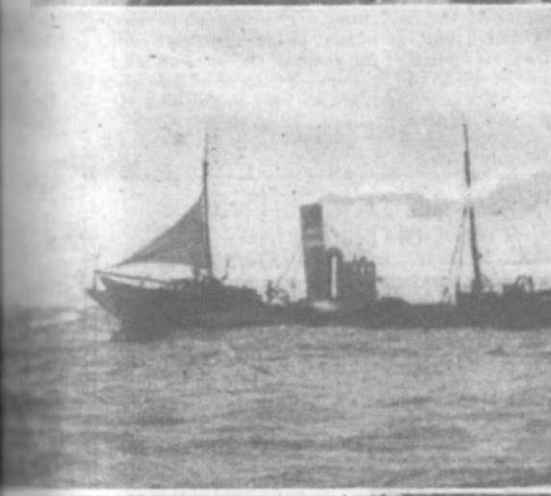






But Turns Away a





WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 178*)

British Minister Welcomes the 'Anzacs'

Monday, February 12, 1940

MR. ANTHONY EDEN, Dominions Secretary, in an address to the "Anzacs" at Suez:

Before I left London his Majesty charged me to repeat to you, at the moment of your arrival, his congratulations on the safe accomplishment of your journey and his best wishes for your future welfare.

It is my privilege on behalf of his Majesty's Government and every section of the people of the British Isles to thank you for your loyal help and to bid you a heartfelt welcome. The moment war was declared New Zealand and Australia took their place by the side of the United Kingdom, their sister Dominions and our Allies in the vital struggle in which we are now engaged.

The issue is clear and simple. The German Government seek to dominate the world by brute force. Were they to succeed there could be no security for freedom-loving nations anywhere on the earth's surface. Everything that has come down to us in the heritage of free people is staked on this struggle.

The nations of the British Commonwealth are now closely knit in one common endeavour. In their unity lies the certainty of final victory and the assurance of better things to come. By your action in crossing the seas you have sent the bravest message that the nation's power can give. For this, and for the spirit in which you have come, Britain thanks New Zealand and Australia.

'We Remain in Command of the Seas'

Saturday, February 17

LORD CHATFIELD, Minister for Co-ordination of Defence, in a speech at Cardiff:

Out of a total of British mercantile marine of 21,000,000 tons at the beginning of the war, the Germans, by all the weapons available to them, have succeeded in destroying just over 500,000 tons. When the gains in the same period are taken into account—by new ships, enemy captures or purchases abroad—the net loss is only 150,000 tons, or less than one per cent.

Over 8,000 ships have been convoyed (British and neutral), of which only eighteen have been lost by enemy action, or .2 per cent. There is no greater danger to the enemy than to attack a convoy.

In the last war it took two years for Germany's rulers to decide on what was called unrestricted warfare against unarmed merchant ships. This time they started immediately. In a carefully calculated way they tore up the treaties they had signed since the last war. To do so has meant nothing to their present rulers, who, we cannot doubt, would equally tear up any other treaties that anyone might be unwise enough to sign with them in future, if to do so would give them a needed advantage and surprise their victims.

This practice of "murder on the high seas" is a typical German invention, never heard of except by pirates and buccaneers before Germany had a navy. Fortunately, our Navy was well prepared for this treachery. It has sunk the German surface ships that have ventured to sea, her submarine fleet is reduced by half, and will, I believe, continue to be destroyed at a greater rate than she can add to it. We shall equally liquidate—or shall we say purge—the sea of her minefields; but she is a crafty and vicious foe, and we shall have many losses as well, and must not let them dismay us.

But we remain in command of the seas. Our furnaces are in full blast, our coal can be exported, our raw materials come in, our people have an adequate food supply.

Duties and Obligations of the Home Front

SIR SAMUEL HOARE, Lord Privy Seal, in a speech at Nottingham:

. . . . These are the two necessities before us—the maintenance of our fighting forces and the maintenance of our trade. These are the two objectives we must always keep in mind, and in achieving the first we must not forget the second.

The first needs no argument. War cannot be waged without soldiers and sailors and airmen. This necessity involves us in great sacrifice. It means that we must divert the man-power of Britain towards military uses, to the exclusion of many other pursuits. Tens of thousands of men who would normally be engaged in productive industry are called upon to don uniform and fill the ranks of the armed forces. Tens of thousands of other men must devote themselves in factories and workshops to looking after the needs of the soldiers, to supplying the sailors and to equipping the airmen. . . .

The British people are ready and willing for this great change in our national life, but let us remember that so huge a diversion of man-power to the Army and other Services will weaken, and may even destroy, our capacity to supply our export market unless urgent steps are taken to reconcile our needs. The fighting Services must be maintained—that goes without saying—but the export trade must also be maintained if we are to win this war . . .

The reason is that the goods we sell abroad give us the means by which we can purchase essential raw materials and munitions for the war, and food for our armies in the field and our people in the homes. That is why we must keep an anxious eye upon the productive capacity of our export industries. We must see that those industries have adequate man-power. We must see that they have sufficient raw materials. . . .

We must economize on the uses of labour, and we must also economize in our uses of the products of labour. We must direct the energies of our working-men and women to producing goods for the service of foreign markets instead of the supply of home demands. Every citizen, every member of the community, high and low, rich and poor, in the Services and in civilian life, must devote himself to the pursuit of economy in the use of the products of labour. . . .

First of all, we must, each of us, regulate, restrict and confine our right to buy. This does not mean that we must stop all buying, but that we must buy with wisdom and discretion. By this means we shall relieve an unnecessary drain upon labour.

Then we must reconcile ourselves to increases of taxation. . . . The taxes will go to the Exchequer, and the savings as well. . . . Far, far better give or lend to the Chancellor of the Exchequer than buy goods that use up labour and raw materials which, in the export market, might be earning us foreign currencies for munitions of war. . . .

There is another method by which we must seek to secure economy in the use of labour. It is by economy of food. If we make it a personal ideal in every home to reduce the consumption of unnecessary food as far as possible, and to exclude rigorously any waste, then we shall be making a magnificent contribution to the winning of this war. . . .

We must grow more food at home. That is the great constructive plan that lies open to us. By growing more at home we need buy less from abroad. We effect a saving in our stocks of gold and foreign exchange. We can use more of our resources to purchase the raw materials that are needed to make war.

So let us turn to agriculture. The Minister of Agriculture has asked the farmers of Britain to put at least 2,000,000 more acres under the plough. Let that be our objective, then. It would represent a substantial addition to the arable acreage of this country. It would be an increase of almost 20 per cent. . . .

But this does not mean that we are entitled to lay all the burden on the farmers and the farm workers. We have our part to play, although we dwell in towns and have no special skill in working the soil. There are the allotments. That is where we, the townsmen, are summoned to duty. They are the town sector of the food front. The allotments may be small, but the output in the aggregate will be great indeed if the mass of the citizens take up the spade and the hoe—if each of us who has the time and the health will make himself responsible for a patch of British soil. . . .

Swedish King's Defence of Neutrality

Monday, February 19

KING GUSTAV, in a speech to the Swedish Ministerial Council:

I have called this Council of State on my own initiative to place on record the following statement:

It is my wish to make quite clear to my people how difficult and responsible is the situation in which we now find ourselves.

I feel it is my duty to try as long as possible to keep my country out of the conflict which is going on in the world, and therefore, with the approval of the Government and Parliament, I issued a declaration of neutrality.

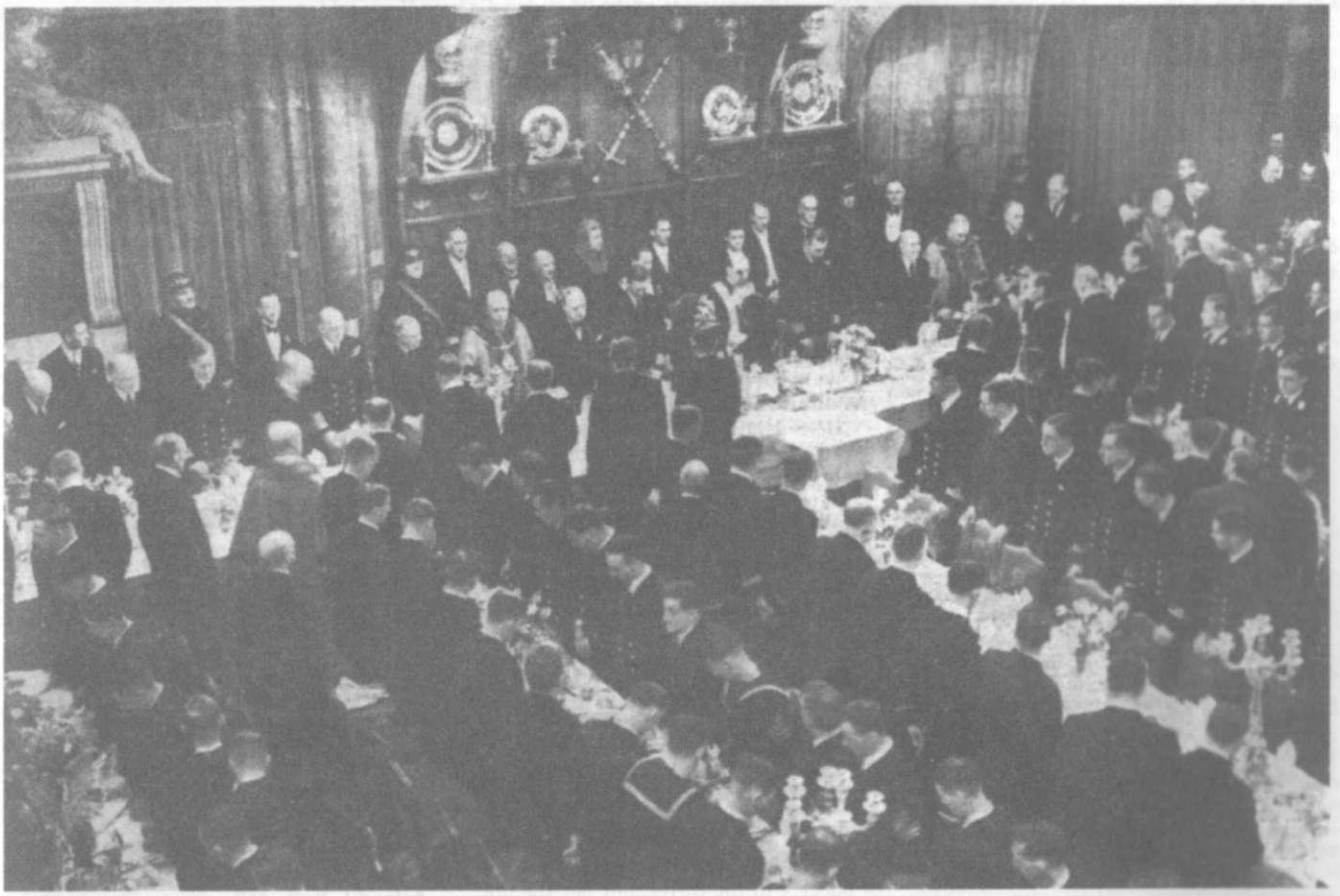
I have always followed Finland's heroic struggle against superior forces with the deepest admiration. From the beginning Sweden has given voluntary assistance and tried in many other ways to help this country, but from the first hour I informed Finland that she unfortunately could not count on military intervention from Sweden.

With sorrow in my heart, and after the fullest deliberation, I have come to the conclusion that in the present situation we must maintain this, our standpoint. I am of the firm opinion that if Sweden were to intervene in Finland we should run the greatest risk not only of being involved in war with Russia, but also in the war between the Great Powers, and I have not been able to take upon myself so great a responsibility.

In such a situation it would also probably be impossible to give Finland the not inconsiderable assistance which she is now getting from us, which she so sorely needs and which we are ready, in future, also to render with all our hearts.

Sweden's vital interests—her honour and her peace—are the ideals which I always have in view. On the course which we have already adopted I hope, with God's help, to escape the calamities of war.

The City's Homage to Makers of Naval History



Here is the interior of the Guildhall when the officers and men of the "Ajax" and "Exeter" were entertained to luncheon by the Lord Mayor and Corporation of the City of London. On the right of the Lord Mayor (Sir W. Coxen) is Capt. Woodhouse of the "Ajax," and on his left Capt. Bell of the "Exeter." At the high table can also be seen Mr. Winston Churchill, Sir Kingsley Wood, Adl. Sir Charles Little, Lord Chatfield, and Mr. Anthony Eden.

Photos, Keystone; Central Press and Fox

After the inspection by the King of the crews of the "Ajax" and "Exeter" on the Horse Guards Parade, His Majesty decorated officers, petty officers, and men with the orders and decorations and medals which they had been awarded. Left, the King is shaking hands with Mrs. Russell, widow of Marine W. A. Russell, after His Majesty had presented to her the Conspicuous Gallantry Medal posthumously awarded to her husband.

Vignettes of Courage: Fine Tales of British Heroism

Here, abstracted from a Special Supplement of the "London Gazette," are told stories of the gallantry of the men of the three warships that fought the "Admiral Graf Spee." Even the language of authority becomes vivid when describing deeds in this immortal action. Men of the "Exeter" and "Ajax" were invested with their awards in London on February 23rd, as illustrated in page 211.

Awards to Officers and Men of H.M.S. EXETER

Rr.-Admiral Sir H. H. Harwood K.C.B.
Capt. F. S. Bell, R.N. C.B.
Comm. Robert R. Graham. D.S.O.
Comm. (E.) Chas. E. Simms, R.N. D.S.O.

Brought his engines to full power in record time, and by his thorough knowledge of the ship and organization, checked the damage.

Comm. Charles J. Smith, R.N. D.S.C.

Showed great calm and resource when communications failed, in passing an order for port helm and in firing the starboard tubes at the correct moment. After the action he worked tirelessly to repair electrical damage, although wounded in the leg.

Captain F. S. Bell, H.M.S. "Exeter." C.B.

Comm. R. B. Jennings, R.N. D.S.C.

Controlled main armament with great calmness and skill. When only one turret was left in action he tried to spot from the after control position though standing over the muzzles of the guns.

Midshipman A. Cameron, R.N. D.S.C.

When an 11-in. shell burst above an ammunition locker, with great calmness ordered two guns' crews to take shelter. The locker exploded. With the help of an able seaman, he smothered the flames, then threw the exploded shells over the side.

Lieut. Aidan E. Toase, R.M. D.S.C.

Who was very resourceful in assisting to render the turret safe after it had been hit by an 11-in. shell.

Surg.-Lt. R. W. G. Lancashire, R.N. D.S.C.

During the action and throughout the passage to the Falklands, with no sleep, worked unceasingly in tending the wounded.

Midshipman R. W. D. Don, R.N. D.S.C.

Showed great resource and initiative in fighting a fire over the lower steering position, and rescuing wounded.

W. Shipwright C. E. Rendle, R.N. D.S.C.

Controlled the shoring up and general repairs to the ship during the action. His skill in effecting repairs were beyond praise.

Wilfred A. Russell, Royal Marines. C.G.M.

Having his left forearm blown away and his right arm shattered when a turret was put out of action by a direct hit from an 11-in. shell, refused all but first aid, remained on deck and went about cheering on his shipmates. Since died of wounds.

Stoker (1st Class) Patrick O'Brien. C.G.M.

When ordered from the damage control headquarters, found his way through the C.P.O.'s flat where an 11-in. shell had just burst. Through deadly smoke, escaping steam and high-explosive fumes, he made contact with the main switchboard and so with the engine-room artificer in the forward dynamo room and led his party into the reeking flat.

William G. Gwilliam, A.B. C.G.M.

Helped Midshipman Cameron to smother the flames of a burning ammunition locker.

James McGarry, Eng.-Rm. Artificer. D.S.M.

After two shell bursts near him and with dead and dying around him, himself blown against a bulkhead and temporarily stunned, he maintained complete charge.

Frank L. Bond, Eng.-Rm. Artificer. D.S.M.

On a shell entering the flat in which he was, stood fast in the dense fumes, and, waiting until the last man was reported clear of a magazine, then flooded it. Carried on fighting the fire in the C.P.O.'s flat.

Arthur B. Wilde, Sgt., Plymouth. D.S.M.

Ordering the evacuation of a turret after the gun house had been hit, calmly put a tourniquet of rope round the stump of a Marine's arm, he then returned to the gun house where he found a fire over the rammer of the left gun. This rammer contained a charge of cordite. He organized a chain of buckets to the turret, put out the fire.

Herbert V. Chalkley, Acting P.O. D.S.M.

Shortly after an 11-in. shell burst above the dynamo-room in which he was, managed to open the door in the escape truck and crawl over the wreckage to the switchboard hatch. He could not clear the wreckage away, and scrambled up the escape and helped the fire parties in getting the fire under control.

C. D. Pope, Sick Berth C.P.O. D.S.M.

When returning from the sick bay with bottles of morphine sulphate solution, was knocked temporarily unconscious by a shell bursting. The bottles were broken, but when he recovered he went back through the smoke and fumes for more. He displayed great coolness, initiative, and cheerful optimism despite the floods in the sick bay.

Charles F. Hallas, P.O. D.S.M.

Torpedo gunner's mate in charge of the torpedo tubes. Although wounded at the start of the action he remained at his station until all torpedoes were fired. He then formed parties to deal with fires on deck and help the wounded.

John L. Minhinett, Stoker. D.S.M.

When wounded, refused all attention until he was certain that the message he had been carrying had been delivered.

E. A. Shoesmith, A/Ldg. Airman. D.S.M.

Despite his clothing being soaked in petrol, climbed on to the top of the centre section of the aircraft and cleared the triatic stay which had fallen across it, thus freeing the aircraft for jettisoning.

George E. Smith, Plumber. D.S.M.

Shortly after the explosion in the C.P.O.'s flat, took a party of stokers there to free the main switchboard-room's hatch.

Frederick Knight, Joiner. D.S.M.

Bleeding in the face and badly shaken by the 11-in. shells exploding on the forecastle mess-deck, improvised stretchers for the wounded and plugged holes in upper deck.

William E. Green, P.O. D.S.M.

As Chief Quartermaster, when the upper steering position was put out of action by a 11-in. shell exploding on a turret ensured that the secondary steering position was correct and fully manned. He was seriously wounded.

Captain C. H. L. Woodhouse, H.M.S. "Ajax." C.B.

Joseph A. Rooskey, Chief Mech. D.S.M.

Whose work was outstanding among all those on the catapult platforms jettisoning the aircraft.

Alfred J. Ball, A.B. D.S.M.

When wounded gave first aid to the other wounded.

Stephen J. Smith. P.O. D.S.M.

In charge of the after repair party. His prompt action in running emergency circuits to a turret and the after steering motor helped to maintain the ship in action.

T. G. Phillips, Eng.-Rm. Artificer. D.S.M.

Got the two extra dynamos on load in record time. As the result of an explosion he and his party were trapped in the forward dynamo-room which filled with dense fumes.

Sidney A. Carter, Master-at-Arms. D.S.M.

Though wounded in the right knee, carried on tirelessly and devotedly his duty in the after medical party.

E. T. Dakin, Sick Berth Attendt. D.S.M.

Had been in the ship only a week, having been lent from H.M.S. "Ajax." His conduct throughout the action was exemplary.

Lieut.-Comm. D. P. Dreyer, H.M.S. "Ajax." D.S.C.

Lieut. E. D. G. Lewin, H.M.S. "Ajax." D.S.C.

Lieut. N. K. Todd, H.M.S. "Ajax." D.S.C.

Ldg. Seaman L. C. Curd, H.M.S. "Ajax." D.S.M.

Able Seaman W. G. Gwilliam, H.M.S. "Exeter." C.G.M.

Acting P.O. H. V. Chalkley, H.M.S. "Exeter." D.S.M.

at the 'Graf Spee' Battle Told in Official Phrases

Awards to Officers and Men of H.M.S. AJAX

Capt. Chas. H. L. Woodhouse, R.N. C.B.
Capt. D. H. Everett, M.B.E. D.S.O.
Lt. Ian Dudley De'Ath, R.M. D.S.O.

In charge of a turret when an 11-inch shell passed through the working chamber below. He gave the orders needed to ensure the safety of ammunition and at once did what he could to bring the turret into action again.

Comm. R. B. Jennings, R.N., H.M.S. "Exeter." D.S.C.

Lt.-Com. Desmond P. Dreyer. D.S.C.

As gunnery officer of the ship, controlled the fire with great skill and ensured the high efficiency of his department.

Lt. Norman Kelsoe Todd. D.S.C.

Carried out navigating duties with coolness and accuracy throughout the action.

Lt. Edgar D. G. Lewin. D.S.C.

Was catapulted after the action had started when the air-worthiness of his aircraft was in doubt.

W. Shipwright F. H. T. Panter. D.S.C.

When wounded by the explosion of an 11-inch shell which started fires, went at once to the centre of the damage, where he directed the repair parties and did all he could to limit and control the ill-effects.

W. Engineer Arthur P. Monk. D.S.C.

Made all preparations for catapulting the aircraft. He later went to the scene of the most serious damage and by hard and skilful work, did much to keep heart in the repair parties.

Gnr. Reginald C. Biggs. D.S.C.

In charge of a turret, dealt with the failure of one ammunition hoist, and saw to it that his guns fired all they could.

Cpl. Bernard J. Brooks, R.A.F. O.B.E.

Lent for duty with Fleet Air Arm. Carried out efficient work in catapulting aircraft.

Albert E. Fuller, P.O. D.S.M.

In charge of an electrical repair party near a compartment in which an 11-inch shell burst causing much damage to electrical gear. He took efficient action to provide lighting and control the damage.

William G. Dorling, Chief Mech. D.S.M.

In charge of the stoker's fire and repair party near a compartment in which an 11-inch shell burst cutting pipes and starting fires. He took action to control the damage.

Bertram Wood, Stoker. D.S.M.

Showed special bravery in controlling damage when an 11-inch shell burst near him.

Frank E. Monk, Stoker. D.S.M.

Who showed special presence of mind in controlling damage when an 11-inch shell burst near him.

Duncan Graham, Shipwright. D.S.M.

Who set a magnificent example by his courage near severe damage.

James W. Jenkins, Elec. Art. D.S.M.

Who showed special presence of mind in controlling damage when an 11-inch shell burst near him.

Raymond G. Cook, Sgt. R.M. D.S.M.

Showed great presence of mind and initiative in carrying out orders when a turret was severely hit.

Thomas S. R. N. Buckley, Marine. D.S.M.

When a turret was hit showed great presence of mind and efficiency in ensuring the safety of the ammunition.

Clarence H. Charles Gorton, P.O. D.S.M.

Being in charge of a turret, ensured the maximum output from his turret throughout the action.

John W. Hill, P.O. D.S.M.

As director layer, carried out his duties with great skill contributing much to the fighting efficiency of the ship.

L. C. Curd, Leading Seaman. D.S.M.

Carried out important fire control duties, usually performed by an Officer, with marked success.

Robert D. Macey, A.B. D.S.M.

Being in charge of a shell room, set a fine example of cheerful and good hard work and ensured that there was no delay in ammunition supply in the turret which was able to fire the greatest number of rounds.

Robert McClarnan, A.B. D.S.M.

Being in charge of a magazine, set a fine example of hard and skilful work.

Richard C. Perry, Stoker. D.S.M.

Worked with energy, skill and initiative in making repairs to the catapult motor during action.

Awards to Officers and Men of H.M.S. ACHILLES

Capt. W. E. Parry, R.N. C.B.
Comm. D. M. L. Neame, R.N. D.S.O.
Lieut. R. E. Washbourn, R.N. D.S.O.

Though wounded by a splinter, continued to control the main armament with the utmost coolness. Thus the primary control kept working and secured throughout the action a high rate of hits on the enemy.

Lieut. George G. Cowburn, R.N. D.S.C.

Handled the ship with the utmost skill and coolness. The ship's immunity from being hit was mainly due to him.

Surg.-Lt. Colin G. Hunter, R.N. D.S.C.

Very junior for the responsible duty of principal medical officer, he is a New Zealander. During the action he showed good judgment in dealing with the wounded.

Gunner Eric J. Watts. D.S.C.

Who, though early in the action the director control tower was hit by six splinters of a shell which killed or wounded half the personnel, carried out his duties as rate officer most ably throughout.

Gunner Harry T. Burchell. D.S.C.

Who throughout the first action and the sixteen-hour chase which followed carried out his duties with the greatest zeal and efficiency, and relieved the principal control officer of much trouble and responsibility.

Midshipman A. Cameron, R.N., H.M.S. "Exeter." D.S.C.

Midship. R. W. D. Don, R.N., H.M.S. "Exeter." D.S.C.

Samuel John Trimble, Sgt. R.M. C.G.M.

Who was severely wounded, but stood fast without flinching or complaint throughout the hour of action that followed, bearing his wounds with great fortitude.

Edgar V. Sherley, A.B. D.S.M.

Severely wounded when the director control tower was hit by splinters, he behaved with great courage during his long wait until proper medical attention came.

Ian T. L. Rodgers, Ord. Seaman. D.S.M.

When early in the action several splinters struck the gun director tower at once, killing three men and wounding two others inside the tower, proceeded to carry out essential duty coolly and skilfully for the rest of the engagement.

Comm. R. R. Graham, R.N., H.M.S. "Exeter." D.S.O.

Leslie Hood, A. Chief Mech. D.S.M.

Was most helpful in the engine-room throughout the action.

W. Job Wain, Chief Stoker. D.S.M.

Was, in the words of one of the staff, an "inspiration and help to them all." He steamed this boiler-room with the highest efficiency.

Lincoln C. Martinson, Chief Yeoman of Signals. D.S.M.

Showed zeal and energy in training and organizing the V/S Department. When seriously wounded and in great pain, he continued to inquire how his men were doing.

W. L. Brewer, C.P.O. Telegraphist. D.S.M.

His training and organization of the W/T Department successfully withstood the supreme test of battle.

George H. Sampson, Chief Ordnance Artificer. D.S.M.

His skilful maintenance of the gun armament material secured that at the end of the action all guns were fully in action and all hoists working.

Albert G. Young, Cook. D.S.M.

His energetic example was an inspiration to the rest of his quarters during the whole of this action.

Frank T. Saunders, Sgt. R.M. D.S.M.

Acted with courage and initiative throughout the engagement.

Allan M. Dorset, Boy. D.S.M.

Though early in the action several splinters struck the gun director tower at once, killing three men and wounding two others inside the tower, behaved with exemplary coolness despite the carnage around him.

William G. Boniface, C.P.O. D.S.M.

Though early in the action several splinters struck the gun director tower at once, killing three men and wounding two others inside the tower, maintained a good range plot throughout the engagement.

William R. Headon, P.O., Alfred Maycock, P.O., H. Gould, A.B. D.S.M.

Though early in the action several splinters struck the gun director tower at once, killing three men and wounding two others inside the tower, they kept up an accurate output of over two hundred broadsides. They were faced with an especially difficult task in hand training with large alterations of course at full speed.

MERE MAN LISTENS IN TO SUPERMADMAN

By the Editor

I LISTENED in to Mr. Chamberlain on February 24. Dignity, sanity, resolution, calm. No overstatement, no excitement. One was proud to be a fellow Briton; to hear the voice of truth and reason.

And then came Hitler! . . . Somewhere in one of his foaming-at-the-mouth deliverances last year, following his usual misrepresentations about the abominable way in which the German aggressors of 1914 had been treated at Versailles, after they had sown death and destruction throughout the world and had encompassed only their own defeat, this misleader of the regenerated Reich screamed about the forces that assailed him and his beloved land of teeming concentration camps, empty bellies, and well-stuffed arsenals, shouting: "And then came Britain . . .!" This the prelude to another spewing of his venom. That same Britain with which in "Mein Kampf" he had leeringly pretended a friendliness and a willingness to cooperate for the peace of the world! Because this Britain, in an unshakable alliance with France, had determined at all costs to withstand all further German aggression upon the weaker independent States of Europe, had in the twinkling of an eye become the supreme object of the madman's hate. Outside of Colney Hatch one could find no parallel for the unstable mentality of this creature of mad dreams and madder doings whom the German people in their despairing envy of their better circumstanced European neighbours took to their souls as their leader in a new assault upon the more prosperous and peace-loving peoples of the Western democracies.

Supreme Object of a Madman's Hate

AND then came Hitler! . . . As I listened (knowing little of his German, which I'm told is crude and provincial) he seemed at first to speak with some command of himself—"almost a gentleman"—but soon his voice changed to that of a shrieking virago's and every time he mentioned "England" he spat out the word like poison. He spoke now "as one possessed" (of a devil) and he had obviously worked himself into a state of hysteria. The whole effect was that of

> a tale
> Told by an idiot, full of sound and fury,
> Signifying nothing.

If Germans as a whole could take such maniacal mouthings as the wisdom of a heaven-sent leader, then, indeed, were they a race of slaves and knaves unworthy of the consideration of a common humanity. But I cannot credit this as truth, and would rather believe that every such exhibition of "sound and fury" by the adored "Fuehrer" is calculated to estrange him from another contingent of relatively sane Germans who have not been poisoned by Nazism.

What did he say that meant a thing? Here are a few specimens of his ravings.

"When the old warmongers began to prepare to attack Germany again, I started to rearm Germany as she had never been armed before."

THAT is utterly untrue. The only fault of the "old warmongers" was that they did *not* prepare. They hoped that the man might either recover from his malady or be kept in a strait-jacket by saner warders. Had they "prepared" there would never have been the Munich "show down." Had Britain been influenced by France to put on the screw before the Nazi march into the Rhineland, we should not have been at war today. We sought peace and ensued it by peaceful means, when the only way to secure peace would now seem to have been the exertion of force.

"England is fighting for world power. Our fight is against it. . . . God did not make the world for the British. . . . We demand the return of the colonies, stolen from us by capitalistic plutocrats."

A MORE infuriating lie is inconceivable. "World Domination" (see "Mein Kampf") is the ultimate aim of Nazism. What "God" he refers to is not clear, for he has definitely rejected the God of Israel in favour of a pagan German God, and who would suppose that the "Good German God" would have made the world for the British? As for his demand for the return of the colonies which were of use to Germany mainly as bases for attacking peaceful neighbours, Hitler repeatedly stated that the lost colonies were "not worth going to war about."

"Those old ossified and desiccated nonentities babble of a new order in Europe and the world. The new order will come, but without them. . . . They now resume their warmongering. They have found other nations to fight for them and have unleashed war."

POOR fool, as though Poland and Finland had been "found" to fight for France and Britain! The "old and desiccated" sailors of Britain showed the Nazi youths who manned the "Graf Spee" what sort of fight was in them. And all who saw the stirring parade of the courageous youth of Britain in the "Exeter" and "Ajax" march through London on February 23 agree that age and desiccation were remote from them.

"Churchill, Chamberlain and Eden have been warmongers for years. If Churchill says he hates me, I thank him for the compliment. If Chamberlain says he cannot trust me, I thank him also for recognizing that I cannot be a traitor. . . . The stupid pamphlets they shower down on us for want of other ammunition show how little they know us."

ALAS, poor liar! Every moment of Mr. Chamberlain's energy up to the fateful September 3rd went to pleading for peace. In doing so he achieved a signal triumph—he secured for the Allies the breathing space to arm against a ferocious enemy. If Mr. Churchill and Mr. Eden would have acted differently, who shall say they would have been wiser? And as "for want of other ammunition," ye gods! our airmen could have smothered Berlin, Munich and every other German town they have flown over with ample high explosives had our Government been foolish enough to instruct them so to do. *And Hitler knows it.* The childish jibes at our famous statesmen are worthy only of a street-corner blatherskite, and not of a man who describes himself as "a magnet which draws all the strength of the German people together."

"We cannot be defeated either economically or militarily. . . . There are no pacifists among the German people, it is a new people which will see this battle through, and I am determined to see it through. . . . The world may be full of devils, but we will succeed."

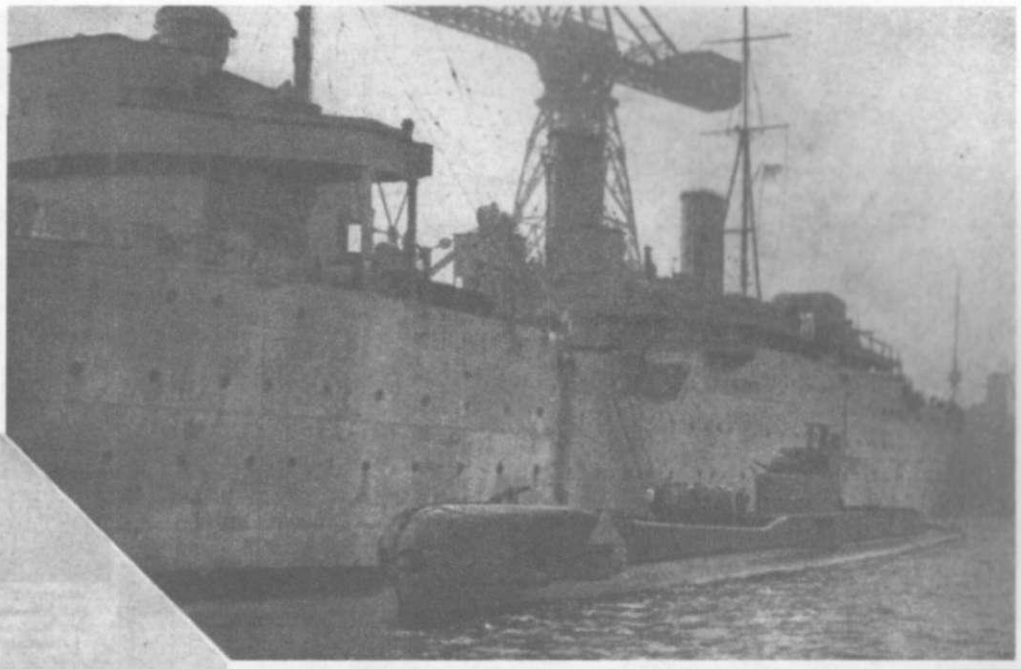
HERE is the hysterical voice of Doubt and Unreason. He knows that not one of these statements is likely to prove correct as the war unfolds, and the more he realizes that, the louder he shouts. Not that we should under-estimate Germany's power of endurance, for she has been on war rations these past three years, and is by now habituated to the tightened belt and the unfilled stomach . . . a prospect still remote in France and Britain. But as to whether the lack of butter and the abundance of guns will prevail there is hardly any doubt.

When Goering Ran for Shelter

"AN army marches on its stomach," said Napoleon; today he would have added that a nation fights on its stomach. The stomachs of the Nazi leaders are well-paunched and replete, but those of the millions of their dupes are in a different condition. And, by the way, when the first lot of our "stupid pamphlets" was showered on Berlin, the first of the brave leaders to run for shelter (on his own confession) was Goering of the globular outline!

One could go on until at least a score of unmitigated lies were notched up against the magnet that draws all Germany to him (a picture he, no doubt, blasphemously conceived from some early lesson in Scripture: "And I, if I be lifted up from the earth, will draw all men unto me"), but enough has been said to indicate and emphasize the yawning and unbridgeable gulf between the British sanity of Chamberlain, and the idiocy of Hitler, by whom Germany, for her sins, shall be judged in History's impartial eye.

Home to 'Mother' for Rest and Refit



A submarine that has been 17 days on patrol is here coming alongside a depot ship. The largest depot ship in commission at the outbreak of war had a displacement of 14,650 tons, and was designed to "mother" 18 submarines. The man left wears a beard to avoid the difficulties of shaving in his undersea ship.

A SUBMARINE depot ship is called a "mother ship," and rightly so, for besides looking after the refitting of submarines she gives a home to their crews after each trip. For the former purposes she carries skilled naval craftsmen who work in her foundry, smithy and carpenters' shop, and as there are spare parts on board, all repairs that do not need docking can be done. For the men she has comfortable sleeping quarters, a spacious recreation room, hot baths and a sick bay. While on board the depot ship the submarine men have a complete rest and are not required to take any part in the ordinary routine of the ship.

Only a few hands are on the deck of this submarine as she comes into port to be "mothered," as even when she is on the surface most of the crew of a submarine are on duty below.

Once alongside the parent ship the men below are soon on deck. The one left, coming on deck, has his hands on the wheel by which the hatch is screwed down to make it watertight. On board the depot ship the first call is for letters from home, and then most of the bearded men enjoy a shave, like the one right.

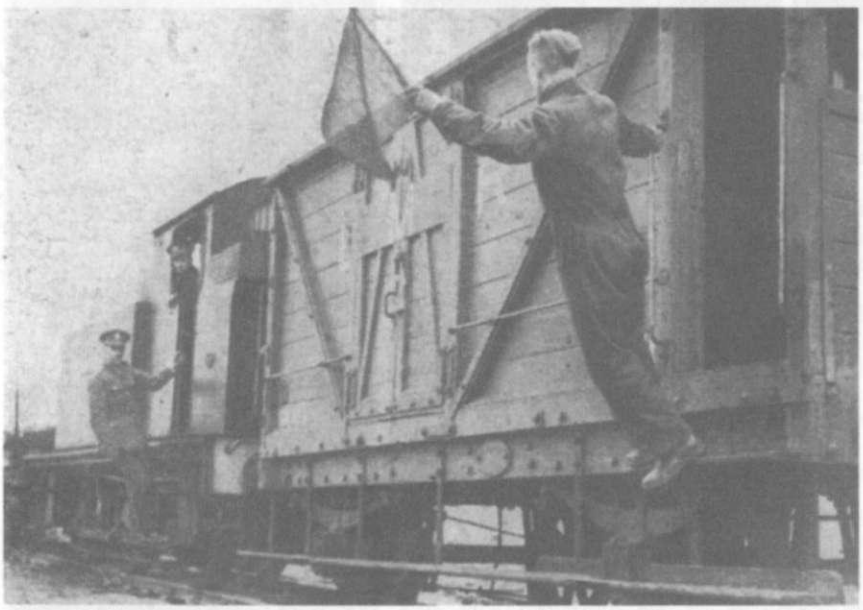
Photos, Topical and L.N.A.

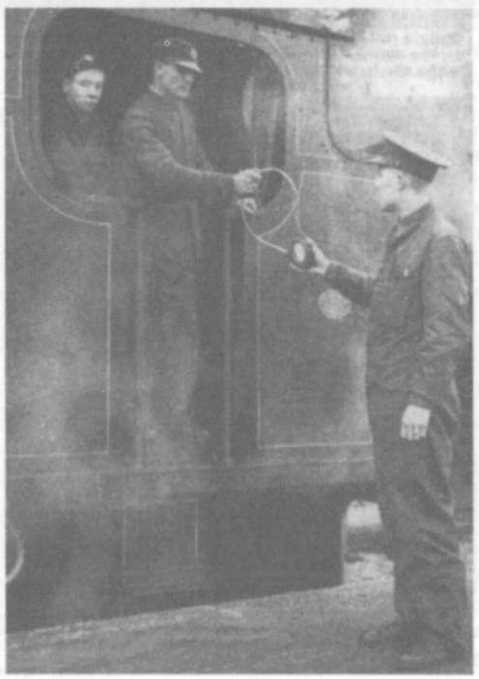
The Army Runs its Own Railways

Working the points is an important part of the R.E. railwaymen's training. If pointsmen are not on duty the engine crew may find it necessary to do this work themselves.

THE British railways cannot be depleted of any more men to work military railways, so an Army Railway School has been established in England to train men for the Railway Engineers section of the Royal Engineers. There every branch of railway work, including building embankments and digging cuttings, plate-laying, the repair of locomotives and rolling stock and signalling, is taught. Instruction in signalling, both British and Continental system, is given on an O gauge model railway. There are twenty miles of track and sidings on which the actual handling of trains is taught, and completely equipped repair shops.

Top left, instruction in the French system of railway signalling and the meaning of French railway signs is being given to recruits on a miniature railway, while above the British signalling system is being demonstrated in similarly intriguing fashion.

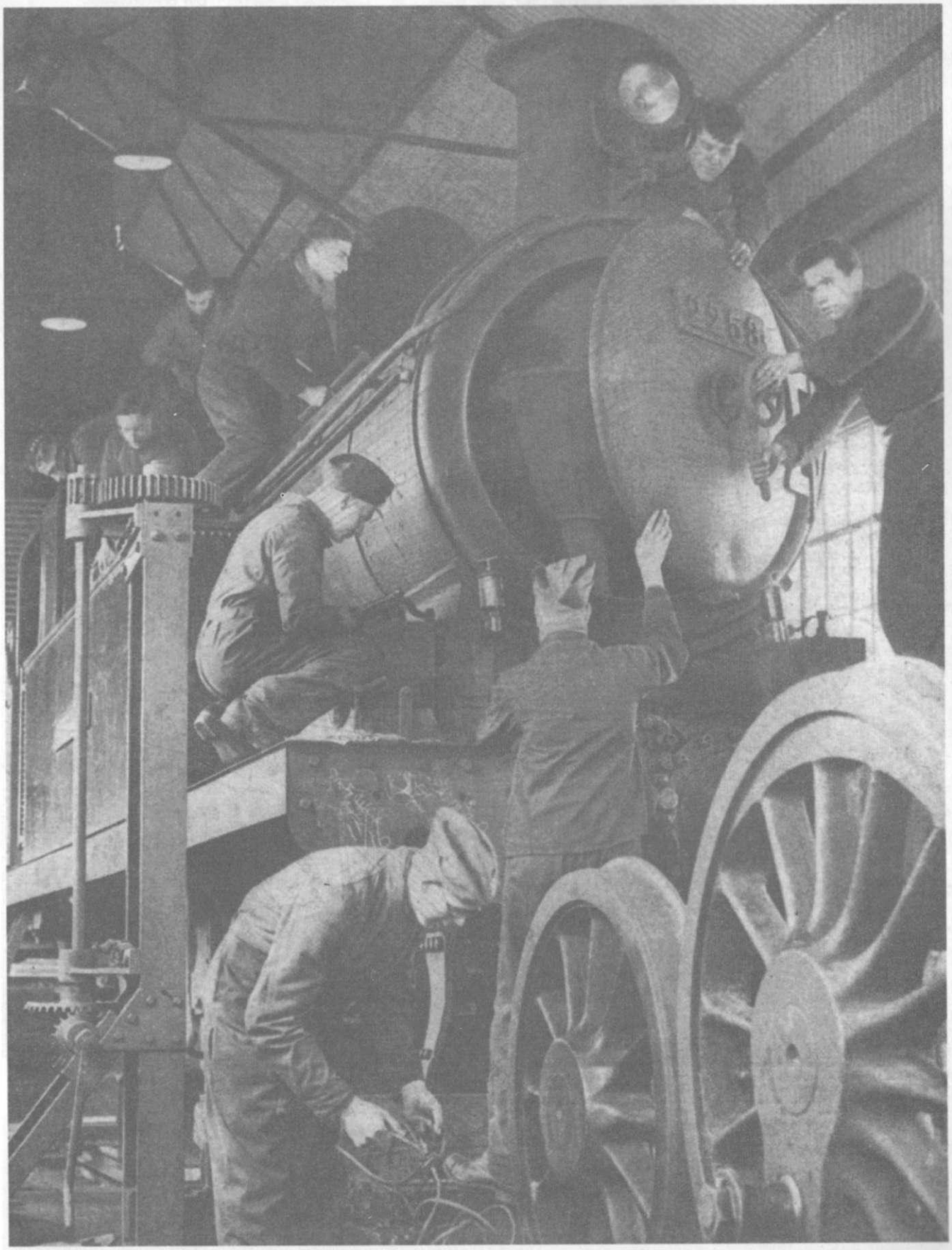




Above, a recruit is learning to give flag signals from the guard's van to the driver of a goods train. Right, instruction is being given in the working of a single line railway. The "staff," without which a train cannot enter a single line section, is being handed to the driver.

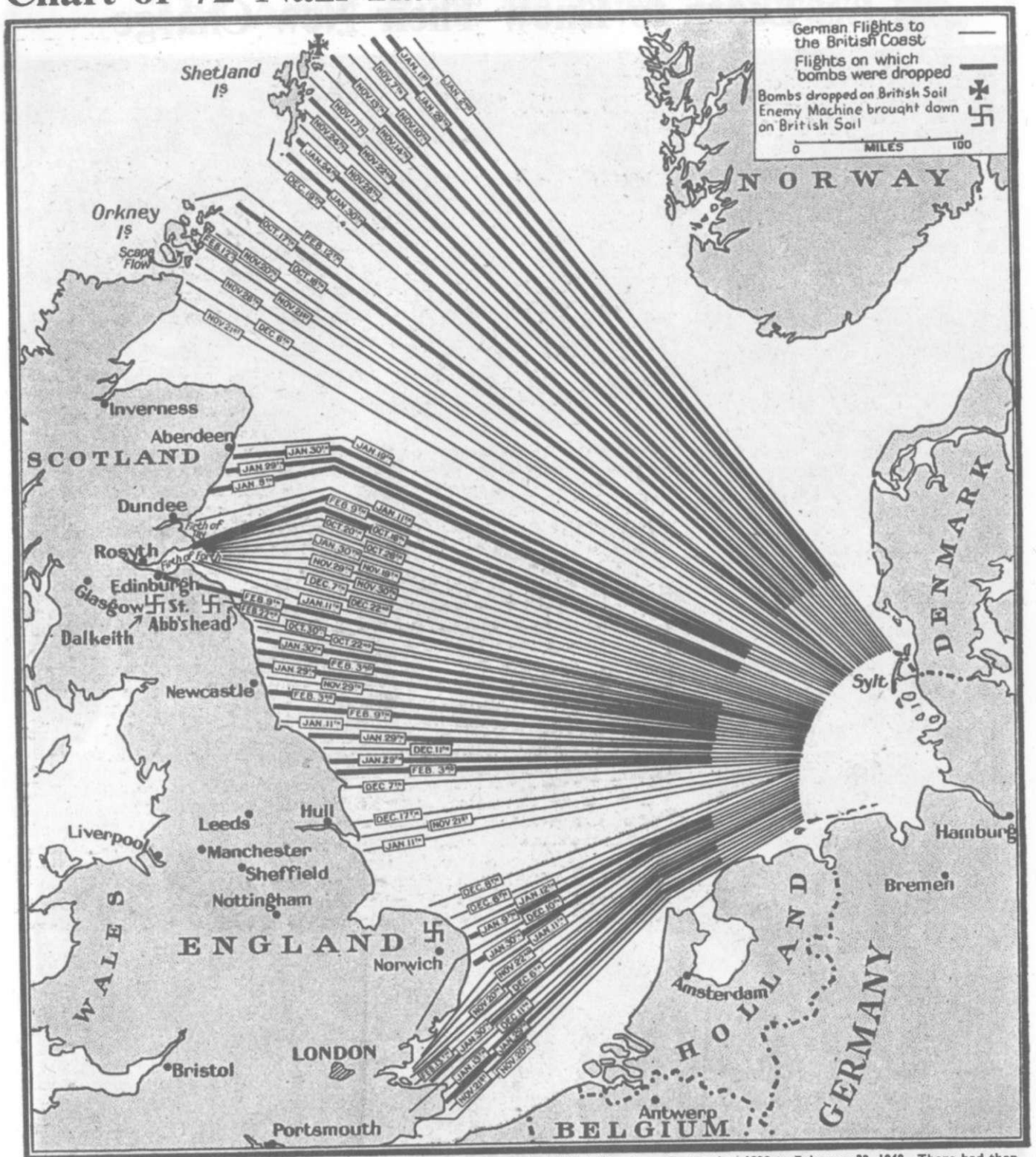
Photos, Wide World, Topical, Central Press and Associated Press

R.E.s Learn to Know Their New Charge



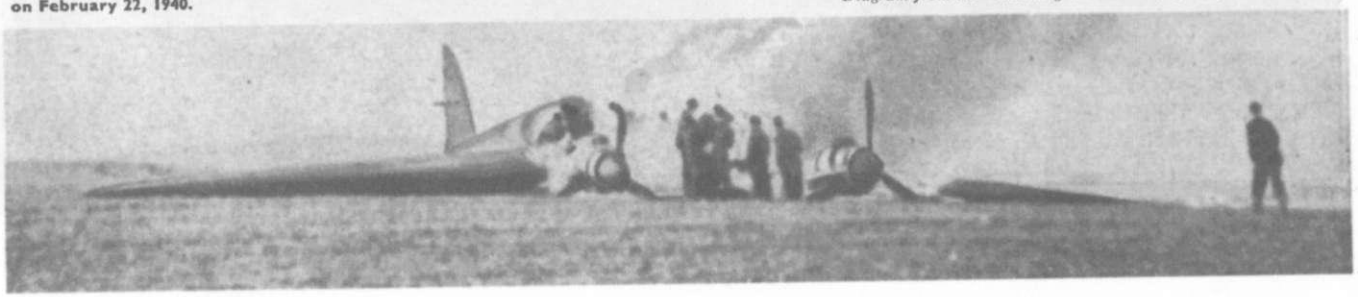
In one of the workshops of the Army Railway Schools recruits in training for the Railway section of the Royal Engineers are dismantling a locomotive for a thorough overhaul to see what parts need renewal. For such demonstrations old types of locomotives that have been discarded by the railways are used. In dismantling and reassembling these engines the men gain a thorough knowledge of the working parts.
Photo, Associated Press

Chart of 72 Nazi Raids on Britain in Six Months



This most informative map shows all the Nazi air raids directed towards the British Isles from September 1939 to February 22, 1940. There had then been 25 bombing raids (mostly on shipping) and 47 reconnaissance flights, but few enemy 'planes crossed the coast line, and those that did so dropped no bombs inland. About one in five of the enemy 'planes has been brought down. Below is one which crashed near St. Abb's Head, Berwickshire, on February 22, 1940.

Diagram from the "Evening Standard"; photo, Central Press



Eye Witness Stories of Episodes and Adventures in the Second Great War

'The Nazis Didn't Scare Us Fishermen'

How fishing trawlers which have been armed with machine-guns fight back at Nazi bombing 'planes is vividly described in this story published by arrangement with the "Daily Mirror." A series of exclusive illustrations of this incident appear in pages 208-9.

A FLEET of four Leith trawlers, "Star of the East," "Ratikpo," "Starbank" and "Star of the Isles" was under the command of Captain Sandy Wood, who intended to celebrate his sixteenth wedding anniversary on his return.

Four days out a deckhand was taking his trick at the wheel. As dawn broke he heard the drone of aeroplane engines, searched the sky through his binoculars, saw the 'plane and the swastika markings.

"German 'plane! German 'plane!"

His cries brought the crew tumbling up the companion-way.

Two men dashed to the gun. Skipper Wood ran to the bridge, shook his fist at the Heinkel.

"You swine," he roared. "You'll no' do me oot o' my wedding anniversary."

Skipper Wood raced to his cabin, snatched up the radio telephone. "Wick Radio . . . Wick Radio. . . . We are being attacked by German bomber."

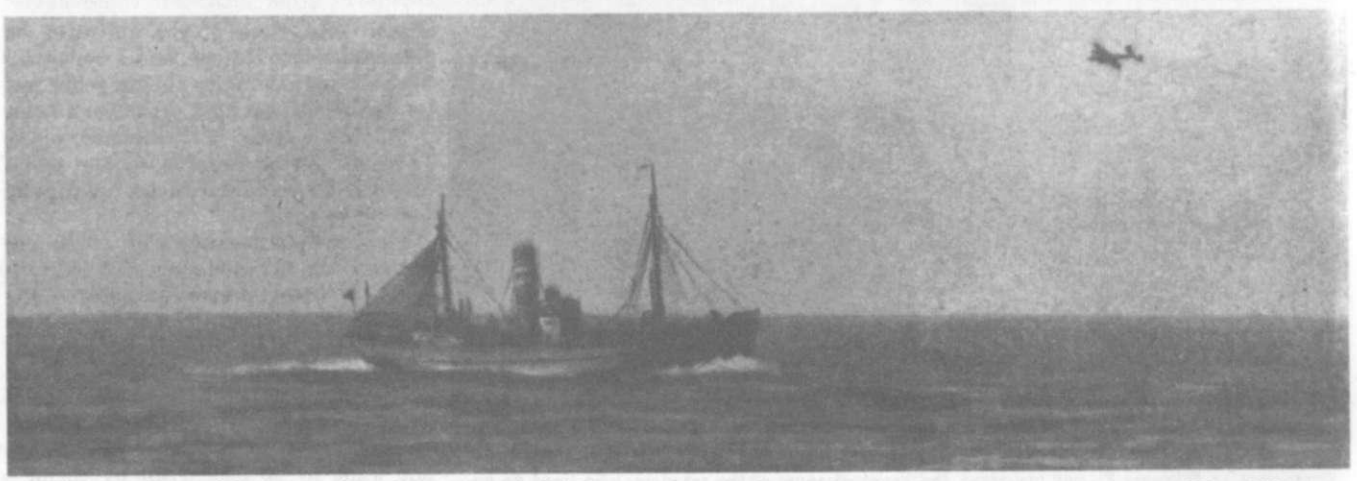
Before he had finished his message a stream of German bullets tore a pattern of holes through the funnel; bullets ricochetted off the decks.

Then the trawlers hit back. Bob Liston, in the "Star of the Isles," poured bullets skywards. Spurts of flame from their three companions showed that all the gunners were at work. At the third attack great explosions shook the sea as the German dropped aerial torpedoes. All missed.

And this time the Heinkel was caught in the cross-fire from four trawlers. He vanished with a cloud of black smoke trailing from his engine.

Skipper Sandy Wood brought his ship and his men safely home and celebrated his wedding anniversary with a party.

In the photograph above are some of the crew of the trawler "Star of the Isles." In the back row, left to right, are Jimmy Logan, Alec Jamieson, William Steel, A. Lincoln, Bob Liston, Skipper Sandy Wood. In front are R. Louie and Jimmy McInry. Top is a "close up" of Alec Jamieson, who could go back to his calling of a painter if he chose, but prefers the sea, even as it is today.



The "Ratikpo," one of the four trawlers that were attacked, is here seen from the boat on board which the photographs in pages 208 and 209 were taken, with the Nazi bomber approaching her. The lesson taught by all these photographs is not to buy less fish but to buy more. The men of the trawlers still mean to go to sea, and a good market for their catches is the only reward that the public can help to give them.

Photos exclusive to THE WAR ILLUSTRATED

I WAS THERE!

We Gave the Raider a Souvenir to Take Home

These stories of British trawlers are published by arrangement with the "Manchester Guardian." They show that the crews, provided with the necessary weapons, were quick, as were the Leith trawlers (page 208-9 and 219) to defend themselves and successful in beating off attack.

TED DRAPER, an ex-soldier, was responsible for the discomfiture of a Nazi airman who attacked the "Tartan" (202 tons) during the raid on February 20.

"The Heinkel bomber approached from our stern," said Draper, "and gave us a bit of machine-gun fire. I took refuge in the galley, but when the 'plane had gone I went to the gun and got it ready for action. When the 'plane returned I let her have a full magazine of ammunition. I could see the tracer bullets going straight for the machine, but I could not state whether it was hit."

When the aeroplane dived over the "Tartan" the second time she dropped a bomb, which exploded in the sea some distance away. After sending out an S O S, Skipper C. Basten went up on deck armed with a rifle and joined in the attack on the raider. "The machine came down to within 50 feet of the ship," he said.

The two other trawlers attacked were the "Salacon" (211 tons) and the "Silicia" (250 tons). A bomber first attacked the "Salacon" without doing any damage. It then flew towards the "Silicia," and was greeted with a burst of gunfire. Foiled of his intended victim, the German returned to the "Salacon," but the crew had taken cover, and although she was subjected to more machine-gun fire, nobody was hurt.

Another trawler did not come out so well, for she returned to an East Coast port with three of her crew wounded by machine-gun fire—the captain, who had been hit while on the bridge, and the mate and another man, who were struck while in the wheelhouse. The Nazis had raked their ship with bullets, dropped an incendiary bomb on the deck, and put the transmitting gear out of action.

Attacks were made on February 19 on four trawlers off the north-east coast of Scotland. One seaman on reaching port said: "The 'plane was hit by the cross-fire of the trawlers. I saw bullets strike its starboard wing and tail. We gave him a souvenir to take home all right."

Able-Seaman William Edward Woodnut, one of the survivors of H.M.S. "Daring," is here seen with his wife and four of his family of six at his home at Totton, near Southampton.

Photo, Fox

I Was the Youngest Survivor of the 'Daring'

The destroyer "Daring" was the sixth British destroyer to be lost since the War began, and the first definitely known to have been torpedoed. The tragic story of her sinking as told by one of the very few survivors is specially contributed to THE WAR ILLUSTRATED.

ONLY five members of the crew of 162 on board the destroyer "Daring," which was torpedoed early on Sunday morning, February 18th, have returned home to tell the tale.

The youngest of these survivors, who lives in Plumstead High Street, London, told a representative of THE WAR ILLUSTRATED that he would never forget the experience. Called up at the age of 20 in October, he was posted to the "Daring" after two and a half months' training.

"I was at one of the gun stations on the middle watch looking forward to the time when very shortly I should be in my hammock, when suddenly there was a terrific explosion. The ship broke in half. I was thrown to the deck and saw the funnel falling towards me. Luckily it hit the gun and bounced over into the water.

"Then I went down with the ship as there was a second explosion. I remember rising to the surface to find the sea covered with oil. An air-lock beneath my oilskins enabled me to keep afloat, and I swam round until I came across two seamen clinging to a Carley float. One of them clambered aboard and pulled me and the other man up.

"It was dark, and we could hear the shouts of other men, but could not see them. The stern of the destroyer had returned to the surface, and I understand that one man clung to the propeller until he was picked up by a destroyer's boat.

"After a time a lieutenant of the 'Daring' swam towards us and calmly asked if he could board us. We pulled him on to the float."

He then described how with a splintered oar and bits of wood they paddled away from the wreck, which disappeared after about half an hour.

"We saw what we took to be a submarine," he went on. "Thinking it was British, we shouted as hard as we could. Then it occurred to us it might be the U-boat that had torpedoed us. We did not want to be picked up by them, so we stopped shouting, and the submarine disappeared."

Admiral Sir Dudley Pound, First Sea Lord of the Admiralty, paid a surprise visit to an East Coast port on February 23, and inspected the crews of some of the trawlers, who lined up on the quay at which their ships lay. He is here talking to members of one of the crews, while another crew is lined up just beyond.

Photo, Topical

I WAS THERE!

For hours they paddled about, clinging to the float so that the heavy swell shquld not throw them overboard. They sang songs and cheered themselves with the thought that they would be entitled to fourteen days' leave.

When daylight came there was not a sign of the wreck, of other survivors or of any ship that could rescue them. They were bitterly cold, for sleet had fallen during the hours they had been adrift. Eventually a destroyer came into view, and they tried to attract its attention. It stopped about a mile away. Then it began to move away.

"Our hopes dropped," he said. "Then apparently we were sighted and they approached."

He was in an exhausted condition when at length he was taken aboard the destroyer. Two days later he was landed in a Scottish port and received such attention that he concluded that "the Scots are the kindest people on earth."

The Nazis Told Me England Was Starving

British women who had been long interned in German prisons reached England towards the end of February. They were told that they were being badly treated because of "the treatment given to Germans in English prisons." Their stories of the prevailing ideas regarding conditions in England are of unusual interest as showing the efficiency of German propaganda.

When Miss Joy Rogers, a 22-year-old English dancer, arrived home from Germany on February 23, she brought with her food for her mother because she had heard that the English were starving.

"I had no news over there at all except that eight English ships were being sunk daily and that successful air raids were being made over Britain," she said. "I imagined awful horrors over here."

She was dancing in a show at Leipzig when war broke out. A day or two previously all the other English girls in the show were told to pack up and leave, but she developed appendicitis and was taken to hospital.

"After I left hospital I had my first taste of what German prison life could be like. I arrived in Leipzig prison at 6 o'clock one evening and they refused to give me even a glass of water when I asked for it until half-past nine the following morning.

"I was the only woman prisoner at Starmberg and I got up at 6 o'clock every morning and spent the day until 6 o'clock, when I had to go to bed, scrubbing floors, sweeping floors, and darning socks and sheets for men prisoners.

Miss Rogers said that the German people themselves do not want war. She told me of a wardress who cried at the news of an English ship being sunk; she had a son of her own in the German Navy. The people have no idea of what is going on outside.

Eight other British women and two little boys were arrested in Poland and spent months in German prisons before being released. They were Miss Ida Daniels, Miss Maude Vickery, Miss Edith Allen, Mrs. Peace, Miss Mary and Miss Sarah Rundstein, Miss Eder, and Mrs. Sophie Brown and her sons Alexander and Richard.

Miss Ida Daniels, who was a governess in the service of Princess Czartoryski in Poland, declared that the Germans were confident that they would be able to treat England in the same way as they had Poland.

"They told me that they would march through England quicker than they marched through Poland, and that England would be made a protectorate of Germany," she said.

She had been in nine Nazi prisons since October 9. The Gestapo arrested her as she was taking her charges for a walk.

"At Nuremberg," she told me, "we were treated like dogs. We were stripped and cursed at. They were the most horrible men I have ever met.

"Beuthen was an improvement, but the vermin were terrible. We burned candles and sealed the joints of the beds with the fat. Five of us and the two boys shared one small room.

In these photographs are seen some of those the story of whose treatment by the Nazis is told here. In the lower photograph are Miss Ida Daniels, left, and Mrs. S. Brown, the Polish wife of a coloured dancer, with her two sons, Alexander and Richard. The top photograph shows Miss Joy Rogers with her young sister Shirley. *Photos. Fox and Daily Mail*

"The two little boys were no trouble at all. Every day their mother sang and they did their tap dance. It helped to pass the time away. It was our only entertainment — apart from darning scores of stockings for other prisoners.

"It was interesting to hear what some of the Germans thought," Miss Daniels continued. "One told me that Mr. Chamberlain, Mr. Winston Churchill and Mr. Eden ought to be hanged.

"On some occasions we were treated rather as if we were pigs, our names being called out repeatedly in a commanding sort of voice."

Miss Vickery, who taught languages at Cracow for 30 years, said: "The food had no nourishment in it and we all had stomach pains after eating. We were hungry all the time."

I WAS THERE!

We Sailed Half Our Ship for Three Days

Crews of vessels sunk by enemy action have several times navigated small boats in masterly fashion, but a more unusual feat was performed by the crew of the "Imperial Transport" after a torpedo had cut her in two. Their story is here reprinted by arrangement with the "Daily Telegraph."

WHEN the tanker "Imperial Transport," of London, was cut in two by a torpedo on February 11, 1940, the crew hurriedly abandoned ship. Later they found that the stern half of the ship was still afloat, and they sailed in it for three days before they were taken off by a warship.

This feat was described when the skipper, Captain Smiles, and 41 survivors of the crew of 44, most of whom came from Cornwall, were landed at a North of Scotland port on Sunday, February 18.

A member of the crew said: "It was intensely cold and very dark. We saw nothing of the submarine until a terrible explosion shook the ship. We found that the ship had been cut completely in two and the two parts were rapidly drifting apart. The crew of 44 got into two lifeboats and in the process two men were drowned.

"The two boats got away all right with the rest of the crew.

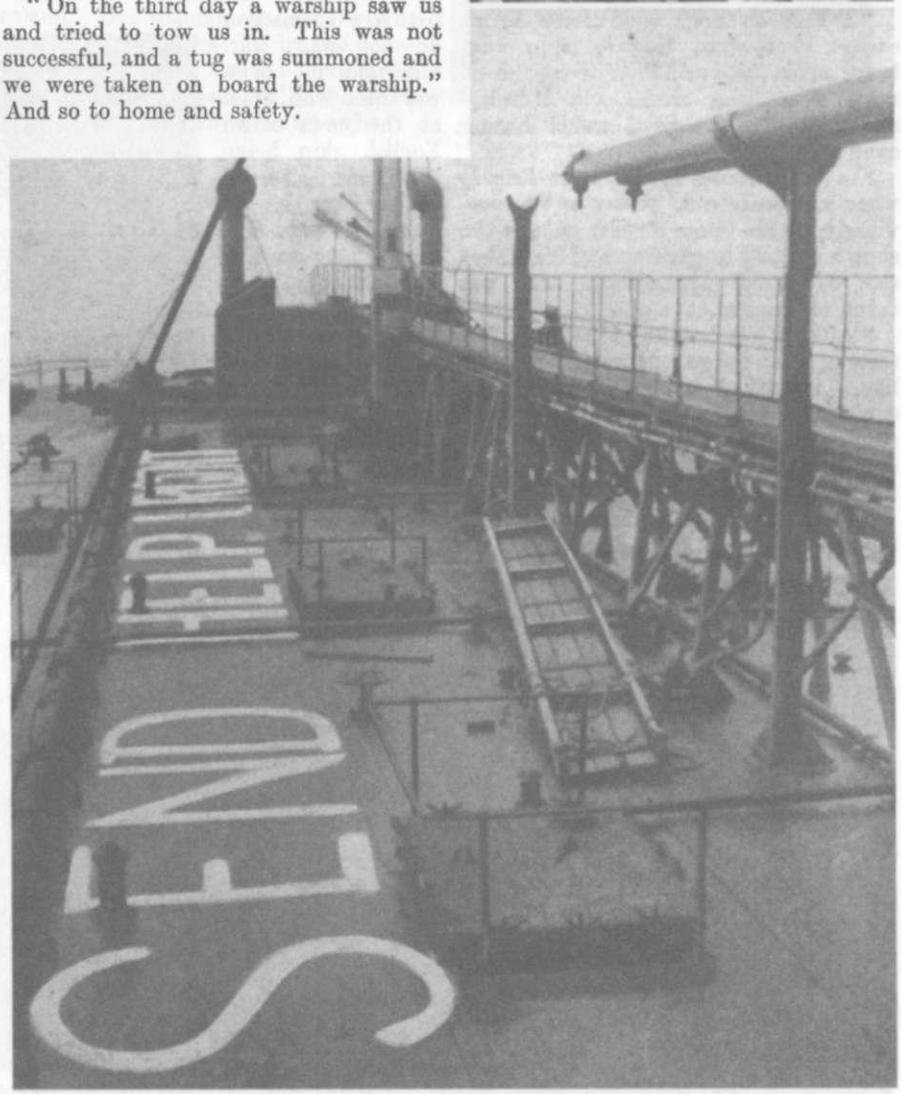
"After an hour and a half we saw the stern part of the ship still floating and went on board again. We burned flares, and after daylight the other small boat returned and the rest of the crew came on board.

"They had been in the small boats for 17 hours. Many of them were lightly clad. The deck boy, aged 17, was in pyjamas, and was almost frozen.

"The engines were still in working condition and Captain Smiles decided to try to bring half of the ship to port. He set a course for Scotland, and was at the wheel practically continuously for three days, but half a ship is difficult to manage and we drifted a lot.

"Our wireless had been destroyed in the explosion, so we could send out no call for help, and during these three days we sighted no shipping.

"On the third day a warship saw us and tried to tow us in. This was not successful, and a tug was summoned and we were taken on board the warship." And so to home and safety.



Among many freak results of German submarine warfare is the experience of the oil tanker "Imperial Transport." Though she was blown in two by a torpedo, some of the crew sailed this end of her for three days before they were taken off by a warship. On the deck is painted the S O S to our Air Patrols, "Send help urgent." In the top photograph survivors are seen after their strange trip. *Photos, Wide World and "News Chronicle"*

London Greets a Guardsman Home on Leave

A soldier on leave in London finds a ready welcome at Westminster. Above, a guardsman is handing over his rifle and equipment and, right, while he makes his bed he exchanges cheery greetings with his room-mate.

The next step is inner refreshment, and in the canteen he finds tea, coffee and "snacks" ready at all hours, while at the regular mealtimes more substantial food is provided in the dining-rooms.

WHEN war broke out the old building of the Westminster Hospital, under the shadow of Big Ben, had stood empty for many months, the patients having been moved to a new building. Now it shows the famous triangle of the Y.M.C.A., and has become a home from home to many thousands of men serving in the Forces. It is open to every man in uniform and provides for their every need at trifling charges.

His leisure is provided for, too. If he wants to write home, he will find a writing table, pen, ink and paper ready for him. What was once the Board-room of the hospital is now used for games, and if he feels like trying his skill at draughts or dominoes he is always sure of an opponent. If reading is more to his taste, he will find a library well stocked with books and periodicals from which he can make his own choice.

Photos, Topical; exclusive to THE WAR ILLUSTRATED

OUR DIARY OF THE WAR

Thursday, February 22, 1940

Further naval awards were announced in recognition of gallantry in battle with " Graf Spee."

Two Heinkel bombers shot down by R.A.F., one in Berwickshire, the other in sea off Northumbrian coast.

Russians reported to have lost 2,000 killed in attempt to break through left wing of Mannerheim Line at Taipale.

Fourteen Russian divisions said to be massed in preparation of attack on Viipuri.

Blizzards continued in Karelian Isthmus, hampering transport and air activity.

H.M. trawler " Fifeshire " sunk by enemy aircraft, with loss of 21 lives.

British steamer " Loch Maddy " torpedoed without warning in North Atlantic.

Enemy attacks on fishing trawlers off East Coast driven off by machine-gun fire.

Paris reported increased air activity over Western Front.

Friday, February 23

Air Ministry announced that R.A.F. had made **reconnaissance flights over Austria and Bohemia** during night of February 22-23 ; leaflets were dropped over Vienna.

Air Ministry also stated that R.A.F. aircraft had bombed German warships in Heligoland Bight during night of February 20-21. Owing to bad weather conditions one aircraft failed to return.

Fighting was general throughout Karelian Isthmus. Russians were held before Viipuri in spite of continuous bombardment.

Heavy bombing raids made by Soviet machines over Finland.

Moscow denied bombing of Swedish village Pajala on February 21.

Nazi raiding planes attacked British shipping by moonlight. Captain and mate of steamer " Gothic " wounded by bullets.

Norwegian steamer " Telnes " overdue and considered lost with all hands.

British naval squadron reported in northern waters, between Kirkenes and Murmansk.

Officers and men of cruisers " Ajax " and " Exeter " entertained in Guildhall.

H.M.S. " Achilles " welcomed home in New Zealand.

State of emergency declared in Turkey, following alleged crossing of Caucasian frontier by Soviet detachment.

Saturday, February 24

Russians resumed onslaught against Viipuri but without effect. Heavy snow hampered their tanks, and fog their bombers.

Two Soviet detachments stated to have been **trapped inside Finnish lines** on Karelian Isthmus, east of Lake Muola, and annihilated.

Attacks on other parts of Mannerheim Line said to have been repulsed.

In Kuhmo sector (Central Finland) there were patrol encounters.

R.A.F. carried out successful reconnaissance flight **over Prague** during night of February 23-24, and another over north-west Germany. One aircraft lost its bearings and made a forced landing in Belgium.

R.A.F. machines also carried out daylight reconnaissance flights over Heligoland Bight and north-west Germany. One aircraft was attacked by five Messerschmitts, but returned safely.

H.M. trawler " Benvolio " reported sunk by mine.

British steamer " Jevington Court " sunk by mine in North Sea.

British ship " Royal Archer " sunk by enemy action.

Conference of Scandinavian Foreign Ministers to discuss war problems opened in Copenhagen.

Sunday, February 25

First squadron of **Royal Canadian Air Force** to leave Canada arrived **in England.**

Russians reported to have concentrated troops on Koivisto peninsula and in region of Kaislahti, on coastal railway. They also hold island of Revonsaari, in Gulf of Finland. Kaemaerae still held by Finns.

Reported that Russians had lost 25 tanks during week-end on Isthmus, and another 17 north of Lake Ladoga.

THE POETS & THE WAR

XXI

H.M.S. 'OXLEY'

By L. J. Wallace

A funny chap was Bill for he could see
The bracken and the gorse upon the hill.
He heard the rustling heather, and the bee
Droning its honeyed way ; he heard the trill
And gurgle of the stream. Fantastic, this,
For Bill was fathoms deep beneath the tide
Dozing and waiting. Here in this abyss
The shadows met him and his mates. They died.
A faintly pencilled cross upon a chart
In some dark-windowed office near the Strand
Is all that now remains. No rhyme, no part
Of him is left. Deep down the shifting sand
Holds fast his tomb ; only a brooding grey,
A drift of weed, and over all the stark,
Relentless sea ; a seabird wheels away.
A poet and his dreams drowned in the dark.

[*H. M. Submarine "Oxley" was destroyed by an accidental explosion early in the War*]

Unsuccessful Soviet attack reported in Salla direction.

Norway informed Great Britain that she will propose arbitration in " Altmark " dispute if British Government maintain their position.

Mr. Sumner Welles, American Under-Secretary of State and envoy of President Roosevelt, arrived in Rome.

Monday, February 26

War Office announced that from March 11 Scotland north of Caledonian Canal would become a banned area, and that only persons specially exempted would be permitted to remain or enter.

Finns **evacuated fortress of Koivisto.** Defence of Viipuri continued, although town now in ruins. New defence lines prepared in the west.

German aeroplanes flew over Paris, but were driven off by anti-aircraft fire.

Swedish steamer " Santos " reported sunk in North Sea.

Survivors of torpedoed tanker " British Endeavour " landed at Madeira.

Mr. Sumner Welles saw Count Ciano and Signor Mussolini in Rome.

Tuesday, February 27

Battle for Viipuri proceeding among islands in Bight of Viipuri. Finns repulsed violent attack at Taipale.

Finns retreated further from Petsamo after day-long battle.

R.A.F. shot down two Heinkels, one off Firth of Forth, the other off Northumberland coast.

Air Ministry announced that during preceding 24 hours reconnaissance flights were made over Heligoland and German North Sea coast, as well as large areas of western Germany. Leaflets were dropped over Berlin. British planes returned unmolested.

U-boat sunk by French destroyer off Cape Finisterre.

Norwegian steamer " Annfinn " collided with U-boat, which was probably sunk. Steamer damaged.

German merchant ship " Wahehe " brought into port as naval prize.

British steamer " Clan Morrison " reported mined.

Danish ship " Maryland " overdue and considered lost.

Wednesday, February 28

Attack on Viipuri continued with infantry and artillery. **Finns repelled attacks on new positions** and defeated Russian attempt to cross ice to west side of harbour.

Finnish aircraft raided Russian lines of communication.

Air Ministry announced that R.A.F. had carried out further extensive reconnaissance flights over northern Germany. **Aircraft flew over Berlin and Hanover,** as well as naval bases at Kiel and Cuxhaven.

German patrols active on Western Front, particularly east of the Saar and in Alsace. Reconnaissance flights were made by both sides.

Paris announced that two German aeroplanes reconnoitring over France had been shot down.

Mr. Sumner Welles, who had left Rome for Berlin, broke his journey at Zurich to await further instructions from Washington.

British volunteers in Finland to be commanded by Major Kermit Roosevelt. First Canadian volunteers arrived in Finland.

It Is Said That . . .

A U-boat commander filmed the sinking of a ship which he had torpedoed.

" I am nothing but a magnet which, in passing over Germany, extracts the steel from her." (Hitler.)

In Germany listening-in to news bulletins is compulsory ; one must neither talk nor switch off the radio.

" There is one thing Hitler cannot build—the boys of the bulldog breed." (Lord Mayor of London.)

Puttees are shortly to be banished from French soldiers' equipment because they hamper circulation.

" Grumbling was the only luxury I have ever been able to afford, and I have given it up for the duration." (Lord Snell.)

Over 90,000 Swedish workmen worked on a public holiday and handed entire pay (about £60,000) to National Fund for Finland.

" Finland is holding the pass of civilization." (Mr. Hore-Belisha.)

Priceless volumes taken from the Warsaw University and public libraries are used by German authorities for fuel.

Three Germans were sent to prison for acts of kindness to Polish prisoners in Germany.

" When winter comes to an end I shall mobilize the 70,000 lakes of Finland against the enemy." (Field-Marshal Mannerheim.)

" Stalin Line," along western frontier of Russia, including her boundary with Poland, is to cost about £100,000,000.

Two well-known Polish industrialists were shot because they refused to repudiate their nationality and become German citizens.

British volunteers for Finland will form separate units, instead of being merged into the Finnish Army.